

## ST. LUCIE LOCAL COORDINATING BOARD FOR THE TRANSPORTATION DISADVANTAGED (LCB)

### Regular Meeting

**Date and Time:** Wednesday, May 7, 2025, 2:00 pm

**Location:** St. Lucie TPO  
Coco Vista Centre  
466 SW Port St. Lucie Boulevard, Suite 111  
Port St. Lucie, Florida

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### Public Participation/Accessibility

**Participation in Person:** Public comments may be provided in person at the meeting. Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact the St. Lucie TPO at 772-462-1593 at least five days prior to the meeting. Persons who are hearing or speech impaired may use the Florida Relay System by dialing 711.

**Participation by Webconference:** Using a computer or smartphone, register at <https://attendee.gotowebinar.com/register/748788755597138524>. After the registration is completed, a confirmation will be emailed containing instructions for joining the webconference. Public comments may be provided through the webconference chatbox during the meeting.

**Written and Telephone Comments:** Comment by email to [TPOAdmin@stlucieco.org](mailto:TPOAdmin@stlucieco.org); by regular mail to the St. Lucie TPO, 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953; or call 772-462-1593 until 1:00 pm on May 7, 2025.

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### AGENDA

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Roll Call/Self-Introductions**
4. **Comments from the Public**
5. **Approval of Agenda**
6. **Approval of Meeting Summaries**
  - *February 19, 2025 Regular Meeting*
  - *February 19, 2025 Public Workshop*

**7. Action Items**

- 7a. Community Transportation Coordinator (CTC) Evaluation:** Review of findings related to the annual review of the CTC performance statistics and quality of service evaluation.

**Action:** *Approve the CTC Evaluation, approve with conditions, or do not approve and set an annual percentage goal increase for trips on the fixed-route system.*

- 7b. 2025-2026 Transportation Disadvantaged Trip Rates:** The CTC will present the proposed rates for the reimbursement of transportation disadvantaged trips.

**Action:** *Approve the 2025-2026 Trip Rates, approve with conditions, or do not approve.*

- 7c. Federal Certification Review Public Meeting:** Review of the St. Lucie TPO transportation planning process.

**Action:** *Approve the St. Lucie TPO transportation planning process, approve with conditions, or do not approve.*

**8. Discussion Items**

- 8a. Reimagine Mobility 2050 Long Range Transportation Plan (LRTP) Development:** Draft elements of the LRTP, the 20-year plan for transportation systems in the TPO area, will be presented.

**Action:** *Discuss and provide comments to Staff.*

- 8b. Community Transportation Coordinator (CTC) Mobility Project Updates:** The CTC will present updates on mobility projects such as Advantage Ride, Port St. Lucie Express (PSLX), Commute with Enterprise (vanpool), and the expansion of microtransit services.

**Action:** *Discuss and provide comments to Staff.*

**9. Comments from the Public****10. Recommendations/Comments by Members****11. Staff Comments**

- 12. Next Meeting:** The next St. Lucie LCB meeting is a regular meeting scheduled for 2:00 pm on August 13, 2025.

**13. Adjourn**

**NOTICES**

The St. Lucie TPO satisfies the requirements of various nondiscrimination laws and regulations including Title VI of the Civil Rights Act of 1964. Public participation is welcome without regard to race, color, national origin, age, sex, religion, disability, income, or family status. Persons wishing to express their concerns about nondiscrimination should contact Marceia Lathou, Title VI/ADA Coordinator, St. Lucie TPO, 772-462-1593 or lathoum@stlucieco.org. Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact Marceia Lathou at 772-462-1593 at least five days prior to the meeting. Persons who are hearing or speech impaired may use the Florida Relay System by dialing 711.

Items not included on the agenda may also be heard in consideration of the best interests of the public's health, safety, welfare, and as necessary to protect every person's right of access. If any person decides to appeal any decision made by the St. Lucie TPO Advisory Committees with respect to any matter considered at a meeting, that person shall need a record of the proceedings, and for such a purpose, that person may need to ensure that a verbatim record of the proceedings is made which includes the testimony and evidence upon which the appeal is to be based.

Kreyol Ayisyen: Si ou ta renmen resevwa enfòmasyon sa a nan lang Kreyòl Ayisyen, tanpri rele nimewo 772-462-1593.

Español: Si usted desea recibir esta información en español, por favor llame al 772-462-1593.

## ST. LUCIE LOCAL COORDINATING BOARD FOR THE TRANSPORTATION DISADVANTAGED (LCB)

### Regular Meeting

**DATE:** Wednesday, February 19, 2025

**TIME:** 2:00 pm

**LOCATION:** St. Lucie TPO  
Coco Vista Centre  
466 SW Port St. Lucie Boulevard, Suite 111  
Port St. Lucie, Florida

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### MEETING SUMMARY

#### 1. Call to Order

The meeting was called to order at 2:00 pm.

#### 2. Pledge of Allegiance

Chairman Pickett led the Pledge of Allegiance.

#### 3. Roll Call

Mr. Buchwald welcomed incoming Chairman Pickett, noting he's just the third chairman of the LCB in the past 17 years. Remaining members made self-introductions, and a quorum was noted with the following members present:

#### Members Present

David Pickett, Chairman  
Robert Dadiomoff, Vice Chair  
Modeline Acreus

#### Representing

Elected Official  
Veterans Community  
FDOT



Heather Roland	Public Education Community
Dalia Dillon	Florida Department of Elder Affairs
Robert Driscoll	Local Private For-Profit Transportation Industry
Zachary Hoge	Florida Division of Vocational Rehabilitation
Dorothy Cobb	Economically Disadvantaged Community
Gregory McDonald	CareerSource Research Coast
Stefanie Myers	Local Medical Community
Anna Santacroce	Citizen Advocate – Transit User
Milory Senat	Agency for Persons with Disabilities

**Others Present**

Peter Buchwald  
 Marceia Lathou  
 Stephanie Torres  
 Teresa Lane  
 Lakeshia Brown  
 Diego Guillen Monterrosa  
 Anthony Johnson  
 Lateria Payne  
 Giovanni Marmolejos  
 Ciara Forbes  
 Adolfo Covelli  
 Noah Brown

Karen Ramirez

Melody Hearn

**Representing**

St. Lucie TPO  
 St. Lucie TPO  
 St. Lucie TPO  
 Recording Specialist  
 MV Transportation  
 MV Transportation  
 MV Transportation  
 MV Transportation  
 MV Transportation  
 TPO/County Attorney  
 St. Lucie County  
 South Florida Commuter Services  
 South Florida Commuter Services  
 Family Care Council

- 4. Comments from the Public** – Ms. Hearn introduced herself as a representative of the Family Care Council, an advocacy organization for developmentally disabled persons, and expressed her appreciation for the opportunity to address the Board. She praised the Advantage Ride program for the transportation assistance it provides to disabled individuals and noted her concern regarding its anticipated termination in June 2025. Ms. Hearn indicated that her son and many others depend on the program for life-saving rides to work, job training and medical appointments and urged the Board to continue it.

**DRAFT**

## 5. Approval of Agenda

\* **MOTION** by Vice Chairman Dadiomoff to approve the agenda.

\*\* **SECONDED** by Ms. Dillon Carried **UNANIMOUSLY**

## 6. Approval of Meeting Summary

- November 6, 2024 Regular Meeting

\* **MOTION** by Ms. Myers to approve the Meeting Summary.

\*\* **SECONDED** by Mr. Driscoll Carried **UNANIMOUSLY**

## 7. Action Items

**7a. Community Transportation Coordinator (CTC) Evaluation Format and Selection of CTC Evaluation Committee:** Review of revisions to the CTC Evaluation format and selection of members of the CTC Evaluation Committee.

Ms. Lathou outlined the duties of the LCB, which include evaluating the CTC for operations, safety and reliability. She explained that, prior to the COVID-19 Pandemic, the evaluation subcommittee spent several hours riding one of the Transportation Disadvantaged (TD) buses together to assess the quality of the customer experience, bus condition and other aspects of the service. Since then, Ms. Lathou said she has taken the rides alone, but LCB members at the November meeting indicated they would like to include additional members as mystery riders to collect more robust information and get the Board more involved in the TPO planning process.

Ms. Lathou noted that part of the evaluation process involves calling bus riders at random to ask about their recent ride experience. She said LCB members will need to choose a ridership subcommittee and phone-calling subcommittee to make the evaluations and phone calls, noting that a TPO subcontractor can also be used to make phone calls if needed. Ms. Myers clarified that the LCB members who undertake the mystery rides should ride on different TD routes and buses to ensure they don't overwhelm the bus driver or affect the quality of service. Ms. Senat agreed, saying that Board members want to experience exactly what a regular customer experiences, which is why members strive to keep their identities hidden from the bus driver.

Mr. Coveli said ART operators want to learn from any mistakes they make and said LCB riders will appear as everyday customers and be true “mystery riders” because he will temporarily approve their TD eligibility without the drivers being notified. He suggested that LCB bus riders stagger their rides on Tuesdays, Thursdays and Saturdays, the least busy days for paratransit rides. Ms. Dillon, Ms. Senat and Ms. Myers volunteered to serve on the ridership subcommittee.

\* **MOTION** by Mr. McDonald to approve Ms. Dillon, Ms. Senat and Ms. Myers as members of the ridership subcommittee.

\*\* **SECONDED** by Vice Chairman Dadiomoff      Carried **UNANIMOUSLY**

Although members originally envisioned having the ridership subcommittee conduct phone calls in addition to riding the bus, Ms. Senat said other counties have separated the two functions to spread the workload. Ms. Lathou suggested that whoever makes phone calls to bus riders do so within a few days of their rides to ensure that customers’ memories are fresh.

Mr. Driscoll volunteered to serve on the calling subcommittee, but Mr. Buchwald said an assistant county attorney recommended against that because Mr. Driscoll works for the Council on Aging, a transit provider that could possibly bid on the CTC contract in the future. Ms. Roland, Ms. Senat and Mr. McDonald volunteered for the subcommittee, with Mr. Buchwald suggesting that each member try to complete 10 phone calls.

\* **MOTION** by Mr. Driscoll to approve Ms. Roland, Ms. Senat and Mr. McDonald as members of the calling subcommittee.

\*\* **SECONDED** by Vice Chairman Dadiomoff      Carried **UNANIMOUSLY**

Members agreed that the subcommittee members will not meet separately to discuss the results and will simply present their findings to the entire Board at its next meeting.

## 8. **Discussion Items**

**8a. CTC Mobility Projects Updates:** A representative from Area Regional Transit (ART) described public transportation options and provided recent ridership numbers.

Transit Director Adolfo Covelli gave an overview of the various mobility options ART and its area partners provide, from Microtransit and the Port St. Lucie Express to the Fort Pierce Freebee and Advantage Ride. Three Microtransit zones operate in St. Lucie County, providing free door-to-door van pickups using an Uber-like rideshare app that's available weekdays and Saturdays. Mr. Covelli said the growing program has been a tremendous success and is providing more than 1,700 trips each week, with 23 percent of rides being shared between two or more customers. The program earned the County its first Achievement Award from the National Association of Counties in 2024, Mr. Covelli noted.

The Fort Pierce Freebee is offered by the Fort Pierce Redevelopment Agency and offers free, on-demand rides between homes and businesses in the Redevelopment districts, Mr. Covelli explained, while the Port St. Lucie Express offers \$3 weekday rides to downtown West Palm Beach and back. The express bus operates at peak hours in the morning and evening and averages 48 daily riders to and from West Palm Beach.

After working for years to bring vanpooling to St. Lucie County, Mr. Covelli said, the County accepted a bid from Enterprise to provide vans for the program. The County will subsidize workers who rent the vans in the amount of \$500 per month using an FDOT grant, meaning workers will split the remaining \$700 of the monthly cost between themselves. He expects the program to begin operating this summer and is approaching major employers who could benefit from it.

The Advantage Ride program began serving intellectually disadvantaged people in 2021 and provides 4,500 trips monthly, with 3,888 unique riders, Mr. Covelli said. Although the program runs out of money June 30, 2025, he said he's confident state legislators will extend the funding beyond that date and has been in discussions with several lawmakers in advance of their regular session that starts in March 2025.

When Ms. Santacroce asked how the Microtransit zones were chosen, Mr. Covelli explained that there were few fixed transit routes in western St. Lucie County when the first zone was created in Southwest Port St. Lucie in 2019. It was more cost-effective to launch demand-response rides in that vast territory rather than to carve out new fixed routes, he said. When asked by Vice Chairman Dadiomoff if any large employers had expressed interest in promoting vanpools, Mr. Covelli reported that companies with remote workplaces like A-1 Trusses are eagerly awaiting their launch. Indian River State College is also interested, and transit staff will approach large distribution centers like Amazon and Walmart soon, Mr. Covelli said.

**DRAFT**

- 9. Comments from the Public** – None.
- 10. Recommendations/Comments by Members** – Ms. Myers said the Department of Health is undergoing its community health assessment process and she invited members to attend an upcoming listening session.
- 11. Staff Comments** – Ms. Lathou noted that the Assistant County Attorney has asked the Board to rearrange her agenda item during the upcoming public hearing to resolve a time conflict with another matter. Members agreed to the request.
- 12. Next Meeting:** The next St. Lucie LCB Meeting is a regular meeting scheduled for 2:00 pm on May 7, 2025.
- 13. Adjourn** – The meeting was adjourned at 3:07 pm.

Respectfully submitted:

Approved by:

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Teresa Lane  
Recording Specialist

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Councilman David Pickett  
Chairman

**DRAFT**

## ST. LUCIE LOCAL COORDINATING BOARD FOR THE TRANSPORTATION DISADVANTAGED (LCB)

### Public Hearing/Training Workshop

**DATE:** Wednesday, February 19, 2025

**TIME:** 2:00 pm; immediately following the LCB Regular Meeting

**LOCATION:** St. Lucie TPO  
Coco Vista Centre  
466 SW Port St. Lucie Boulevard, Suite 111  
Port St. Lucie, Florida

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#### MEETING SUMMARY

**1. Call to Order**

The meeting was called to order at 3:13 pm.

**2. Opening Public Comment - None.**

The following LCB members and attendees were present:

**Members Present**

David Pickett, Chairman  
Robert Dadiomoff, Vice Chair  
Modeline Acreus  
Heather Roland  
Dalia Dillon  
  
Robert Driscoll

**Representing**

Elected Official  
Veterans Community  
FDOT  
Public Education Community  
Florida Department of Elder  
Affairs  
Local Private For-Profit  
Transportation Industry

Dorothy Cobb

Economically Disadvantaged  
Community

Stefanie Myers  
Anna Santacroce

Local Medical Community  
Citizen Advocate – Transit  
User

Milory Senat

Agency for Persons with  
Disabilities

### **Others Present**

Peter Buchwald  
Marceia Lathou  
Stephanie Torres  
Teresa Lane  
Lakeshia Brown  
Diego Guillen Monterrosa  
Anthony Johnson  
Lateria Payne  
Giovanni Marmolejos  
Ciara Forbes  
Adolfo Covelli  
Noah Brown

### **Representing**

St. Lucie TPO  
St. Lucie TPO  
St. Lucie TPO  
Recording Specialist  
MV Transportation  
MV Transportation  
MV Transportation  
MV Transportation  
MV Transportation  
TPO/County Attorney  
St. Lucie County  
South Florida Commuter  
Services  
South Florida Commuter  
Services  
Family Care Council

Karen Ramirez

Melody Hearn

### **3. Florida Commission for the Transportation Disadvantaged (FCTD)/Local Coordinating Board:** TPO staff presented an overview of the FCTD and LCB.

Ms. Lathou gave an overview of the TD program, noting it serves people who are unable to obtain transportation on their own due to disability, age or income. TD trips allow users to access health care, employment, education and other activities in the community. Ms. Lathou noted the program is implemented by three primary entities at the local level and briefly described the responsibilities of each: the Community Transportation Coordinator, the TPO acting as Planning Agency and the LCB. TD trips, also called paratransit or demand-response trips, involve shared rides in a van or car, Ms. Lathou explained. The St. Lucie County Board of County Commissioners serves as the CTC in the TPO area, and it contracts with MV Transportation to operate the transit system, she added. There was no discussion on the topic.

- 4. Transportation Disadvantaged (TD)/Coordinated Transportation**  
– The Community Transportation Coordinator (CTC) presented an overview of the coordinated transportation system.

Mr. Covelli described the transit and mobility services offered in St. Lucie County, including eight fixed bus routes, three on-demand Microtransit zones and door-to-door paratransit service. The service, operating as Area Regional Transit, relies on a special taxing district created by St. Lucie County in 2003 to leverage state and federal funds. Mr. Covelli noted there were an average of 2,388 daily trips last year and 733,058 trips overall in 2024, with 58,436 Advantage Ride and Direct Connect after-hours trips. Fixed-route ridership has increased 155 percent since fare-free service began, he said, adding that ART connects with transit buses in adjacent Martin and Indian River Counties.

Upcoming transit initiatives include rolling out a vanpool program, expanding the Port St. Lucie Intermodal Center and securing construction funds for the St. Lucie Transit Operations and Maintenance Facility, he noted.

Mr. Covelli introduced Ms. Brown, general manager of MV Transportation, the contracted provider of transit in St. Lucie County. Ms. Brown introduced her management team and gave a brief overview of the company's history and goals. With nine transit operations in Florida and many more nationwide, Ms. Brown said MV uses scientific and up-to date technology to track safety records and unsafe behaviors, allowing for fast corrective measures to ensure the safest ride possible for passengers. She commended MV's partnership with St. Lucie County and highlighted a list of the company's accomplishments locally.

- 5. South Florida Commuter Services (SFCS)** – A representative from SFCS presented an overview of shared-ride options for employment transportation.

Mr. Brown explained that Florida State Statutes provide for creation of a Commuter Assistance Program to promote alternatives to single-occupancy automobile travel. The law requires FDOT to provide financial and technical assistance to the program, which matches carpoolers based on their home and work addresses and promotes ride sharing by offering free Guaranteed Rides Home (GRH) to those who carpool, vanpool or use public transit to get to work, Mr. Brown said. Current SFCS initiatives in St. Lucie County include marketing Microtransit rides, the Port St. Lucie Express to West Palm Beach and the upcoming vanpooling program. SFCS also manages the Interstate 95 toll-exemption passes in FDOT District 4, he noted.



- 6. Voting Conflicts of Interest** - A representative from the St. Lucie County Attorney's Office presented an overview regarding the appropriate separation between the roles of persons who are both committee members and private citizens.

Ms. Forbes, an Assistant St. Lucie County Attorney, informed members that all coordinating board members should be trained on and comply with the requirements of Florida State Statutes concerning voting conflicts of interest. She explained that public officers should abstain from voting on any measure that would lead to the private gain or loss of the public officer, his employer, relative or business associate. Before abstaining, a member must publicly state to the Board the nature of his or her interest in the matter and file a memorandum of voting conflict with the recording specialist within 15 days. The abstention would then be included in the meeting summary.

- 7. Closing Public Comment** – None.

- 8. Adjourn** – The meeting was adjourned at 3:55 pm.

Respectfully submitted:

Approved by:

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Teresa Lane  
Recording Specialist

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Councilman David Pickett  
Chairman

## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	St. Lucie LCB
<b>Meeting Date:</b>	May 7, 2025
<b>Item Number:</b>	7a
<b>Item Title:</b>	Community Transportation Coordinator (CTC) Evaluation
<b>Item Origination:</b>	Unified Planning Work Program (UPWP)
<b>UPWP Reference:</b>	Task 3.8: Transportation Disadvantaged Program
<b>Requested Action:</b>	Approve the CTC Evaluation, approve with conditions, or do not approve and set an annual percentage goal increase for the public transit system.
<b>Staff Recommendation:</b>	<p>Approve the CTC Evaluation based on the CTC meeting or exceeding all FCTD standards during the reporting period.</p> <p>Based on consultations with staff at transit peer agencies, set an annual percentage goal increase of five percent for the number of trips provided on the fixed-route system.</p>

### **Attachments**

- TPO Staff Report
- Draft CTC Evaluation

## **MEMORANDUM**

**TO:** St. Lucie Local Coordinating Board for the Transportation Disadvantaged (LCB)

**THROUGH:** Peter Buchwald  
Executive Director

**FROM:** Marceia Lathou  
Transit Program Manager

**DATE:** April 23, 2025

**SUBJECT:** **Community Transportation Coordinator (CTC)**  
**Evaluation**

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### **BACKGROUND**

The LCB is required to conduct an annual evaluation of the operations and performance of the Community Transportation Coordinator (CTC). The Florida Commission for the Transportation Disadvantaged (FCTD) provides a workbook for this purpose.

The role of the CTC is to ensure that safe, quality, coordinated transportation is provided or arranged in a cost-effective manner to serve transportation disadvantaged persons. The St. Lucie Board of County Commissioners (BOCC) is the CTC for St. Lucie County.

The CTC evaluation consists of two parts: a qualitative analysis and a quantitative analysis. A demand response ride and a telephone survey of riders comprise the qualitative analysis. A quantitative analysis covering FCTD and local standards also is conducted. The results of these analyses are documented in the attached CTC Evaluation.

During its February 19, 2025 LCB meeting, the LCB selected the following CTC Evaluation Committee to assist in conducting the qualitative analysis.

Demand Response Mystery Rides  
Dalia Dillon  
Marceia Lathou

Stefanie Myers  
Milory Senat

Rider Telephone Surveys  
Greg McDonald  
Teresa Lane  
Heather Roland  
Milory Senat

In addition, as part of the CTC Evaluation, the LCB is required to establish an annual percentage goal increase for the number of trips provided within the public transit system. The LCB has a current goal of seven percent for the fixed-route system.

## **ANALYSIS**

### Telephone Surveys

The surveys were conducted by telephone during March and April 2025; 40 calls were made resulting in 18 completed surveys. When asked "Rate the Transportation You Have Been Receiving," on a scale of 1-10 with 10 being the highest, 39 percent of riders rated the service a "10" with the lowest rating being a "5". During the prior year survey 40 percent of riders rated the service a "10" with the lowest rating being a "5". The results of the 2025 rider surveys indicate a high level of customer satisfaction with the demand response system. The riders consistently praised the drivers and their professionalism and noted the importance of the service.

During the current year survey, four riders reported encountering a problem with a recent trip; the most common reason was late pickups. For the prior year survey, four riders noted encountering a problem with a recent trip.

Overall, the 2025 rider surveys indicate the same high level of customer satisfaction as the previous year. It should be noted that the TPO area has experienced unprecedented population growth along with an unprecedented level of funding for roadway construction projects, both of which present challenges to on-time performance, provision of services, and expeditious routing of buses.

### Mystery Rides

The CTC Evaluation Committee mystery riders rode "undercover" as regular passengers with their names and pickups/drop-offs appearing on the driver manifests with no special notations. The mystery riders conducted their

observations individually during March and April 2025. Their observations indicate that the service is operated in a safe and efficient manner.

The CTC Evaluation mystery riders consistently praised the drivers and their professionalism. Since demand response is a shared-ride system, in addition to experiencing the rides themselves, the mystery riders were able to observe regular riders of the system, some of whom required that the driver operate the vehicle's wheelchair lift.

### **CTC Evaluation Results**

Based on the results of the CTC Evaluation as documented in the attached CTC Evaluation Workbook, the CTC met or exceeded all applicable FCTD standards during the review period.

### **Public Transportation Ridership Goal**

Trips on the fixed-route bus system were analyzed. By the end of FY 22/23, a total of 531,465 trips were taken. By the end of FY 23/24, a total of 568,575 trips were taken. The result was an approximate 7% increase. During the prior year's CTC review period, fixed-route ridership increased by approximately 26%.

The CTC has noted that even with a 7% increase, transit numbers are going to settle in at around 5% for the fixed route system due to riders having other service options offered by the County. The CTC continues to raise awareness of these options with its marketing efforts, outreach events, and the continuation of the transit system's rebranding of the vehicles and bus shelters.

It is further noted that fixed route ridership remains significantly higher today in comparison to 2016. In 2016, before instituting fare-free service, fixed route trips were 180,316. Comparison of the 2016 data to current fiscal year data shows a 215% increase in trips provided.

### **RECOMMENDATION**

The LCB will continue to work with the CTC on strategies to enhance the rider experience, address rider concerns, and increase ridership. Based on the results of the CTC evaluation, the following recommendations are provided for action by the LCB:

- Approve the CTC Evaluation based on the CTC meeting or exceeding all FCTD standards during the reporting period.

- Based on consultations with staff at transit peer agencies, set an annual percentage goal increase of five percent for the number of trips provided on the fixed-route system.

# ***CTC***

## ***EVALUATION WORKBOOK***

Florida Commission for the



# **Transportation Disadvantaged**

**CTC BEING REVIEWED:** \_\_\_\_\_

**COUNTY (IES):** \_\_\_\_\_

**ADDRESS:** \_\_\_\_\_

**CONTACT:** \_\_\_\_\_ **PHONE:** \_\_\_\_\_

**REVIEW PERIOD:** \_\_\_\_\_ **REVIEW DATES:** \_\_\_\_\_

**PERSON CONDUCTING THE REVIEW:** \_\_\_\_\_

**CONTACT INFORMATION:** \_\_\_\_\_

## EVALUATION INFORMATION

**An LCB review will consist of, but is not limited to the following pages:**

	Cover Page
	Entrance Interview Questions
	Chapter 427.0155 (3) Review the CTC monitoring of contracted operators
	Chapter 427.0155 (4) Review TDSP to determine utilization of school buses and public transportation services
	Insurance
	Rule 41-2.011 (2) Evaluation of cost-effectiveness of Coordination Contractors and Transportation Alternatives
	Commission Standards and Local Standards
	On-Site Observation
	Surveys
	Level of Cost - Worksheet 1
	Level of Competition – Worksheet 2
	Level of Coordination – Worksheet 3

**Notes to remember:**

- **The CTC should not conduct the evaluation or surveys. If the CTC is also the PA, the PA should contract with an outside source to assist the LCB during the review process.**
- **Attach a copy of the Annual QA Self Certification.**



## ENTRANCE INTERVIEW QUESTIONS

### INTRODUCTION AND BRIEFING:

- ☐ Describe the evaluation process (LCB evaluates the CTC and forwards a copy of the evaluation to the CTD).
- ☐ The LCB reviews the CTC once every year to evaluate the operations and the performance of the local coordinator.

The LCB will be reviewing the following areas:

- ☐ Chapter 427, Rules 41-2 and 14-90, CTD Standards, and Local Standards
- ☐ Following up on the Status Report from last year and calls received from the Ombudsman program.
- ☐ Monitoring of contractors.
- ☐ Surveying riders/beneficiaries, purchasers of service, and contractors
- ☐ The LCB will issue a Review Report with the findings and recommendations to the CTC no later than 30 working days after the review has concluded.
- ☐ Once the CTC has received the Review Report, the CTC will submit a Status Report to the LCB within 30 working days.
- ☐ Give an update of Commission level activities (last meeting update and next meeting date), if needed.

### USING THE APR, COMPILE THIS INFORMATION:

#### 1. OPERATING ENVIRONMENT:

- ☐ RURAL      ☐ URBAN

#### 2. ORGANIZATION TYPE:

- ☐ PRIVATE-FOR-PROFIT
- ☐ PRIVATE NON-PROFIT
- ☐ GOVERNMENT
- ☐ TRANSPORTATION AGENCY

3. NETWORK TYPE:

- ☐ SOLE PROVIDER  
☐ PARTIAL BROKERAGE  
☐ COMPLETE BROKERAGE

4. NAME THE OPERATORS THAT YOUR COMPANY HAS CONTRACTS WITH:

5. NAME THE GROUPS THAT YOUR COMPANY HAS COORDINATION CONTRACTS WITH:

<b>Coordination Contract Agencies</b>				
<b>Name of Agency</b>	<b>Address</b>	<b>City, State, Zip</b>	<b>Telephone Number</b>	<b>Contact</b>

## COMPLIANCE WITH CHAPTER 427, F.S.

**Review the CTC monitoring of its transportation operator contracts to ensure compliance with 427.0155(3), F.S.**

***“Review all transportation operator contracts annually.”***

WHAT TYPE OF MONITORING DOES THE CTC PERFORM ON ITS OPERATOR(S) AND HOW OFTEN IS IT CONDUCTED?

Is a written report issued to the operator? ☐ Yes ☐ No

If **NO**, how are the contractors notified of the results of the monitoring?

WHAT TYPE OF MONITORING DOES THE CTC PERFORM ON ITS COORDINATION CONTRACTORS AND HOW OFTEN IS IT CONDUCTED?

Is a written report issued? ☐ Yes ☐ No

If **NO**, how are the contractors notified of the results of the monitoring?

WHAT ACTION IS TAKEN IF A CONTRACTOR RECEIVES AN UNFAVORABLE REPORT?

IS THE CTC IN COMPLIANCE WITH THIS SECTION? ☐ Yes ☐ No

**ASK TO SEE DOCUMENTATION OF MONITORING REPORTS.**

## COMPLIANCE WITH CHAPTER 427, F.S.

**Review the TDSP to determine the utilization of school buses and public transportation services [Chapter 427.0155(4)]**

***“Approve and coordinate the utilization of school bus and public transportation services in accordance with the TDSP.”***

HOW IS THE CTC USING SCHOOL BUSES IN THE COORDINATED SYSTEM?

**Rule 41-2.012(5)(b):** *"As part of the Coordinator's performance, the local Coordinating Board shall also set an annual percentage goal increase for the number of trips provided within the system for ridership on public transit, where applicable. In areas where the public transit is not being utilized, the local Coordinating Board shall set an annual percentage of the number of trips to be provided on public transit."*

HOW IS THE CTC USING PUBLIC TRANSPORTATION SERVICES IN THE COORDINATED SYSTEM?

☐ N/A

IS THERE A GOAL FOR TRANSFERRING PASSENGERS FROM PARATRANSIT TO TRANSIT?

☐ Yes ☐ No

If YES, what is the goal?

Is the CTC accomplishing the goal? ☐ Yes ☐ No

IS THE CTC IN COMPLIANCE WITH THIS REQUIREMENT? ☐ Yes ☐ No

Comments:

## COMPLIANCE WITH 41-2, F.A.C.

### Compliance with 41-2.006(1), Minimum Insurance Compliance

*“...ensure compliance with the minimum liability insurance requirement of \$100,000 per person and \$200,000 per incident...”*

WHAT ARE THE MINIMUM LIABILITY INSURANCE REQUIREMENTS?

WHAT ARE THE MINIMUM LIABILITY INSURANCE REQUIREMENTS IN THE OPERATOR AND COORDINATION CONTRACTS?

HOW MUCH DOES THE INSURANCE COST (per operator)?

Operator	Insurance Cost

DOES THE MINIMUM LIABILITY INSURANCE REQUIREMENTS EXCEED \$1 MILLION PER INCIDENT?

☐ Yes ☐ No

If yes, was this approved by the Commission? ☐ Yes ☐ No

IS THE CTC IN COMPLIANCE WITH THIS SECTION? ☐ Yes ☐ No

Comments:

## COMPLIANCE WITH 41-2, F.A.C.

### Compliance with 41-2.011(2), Evaluating Cost-Effectiveness of Coordination Contractors and Transportation Alternatives.

*“...contracts shall be reviewed annually by the Community Transportation Coordinator and the Coordinating Board as to the effectiveness and efficiency of the Transportation Operator or the renewal of any Coordination Contracts.”*

1. IF THE CTC HAS COORDINATION CONTRACTORS, DETERMINE THE COST-EFFECTIVENESS OF THESE CONTRACTORS.

Cost [CTC and Coordination Contractor (CC)]

	CTC	CC #1	CC #2	CC #3	CC #4
Flat contract rate (s) (\$ amount / unit)					
Detail other rates as needed: (e.g. ambulatory, wheelchair, stretcher, out-of-county, group)					
Special or unique considerations that influence costs?					
Explanation:					

## COMPLIANCE WITH 41-2, F.A.C.

### Compliance with Commission Standards

*“...shall adhere to Commission approved standards...”*

Review the TDSP for the Commission standards.

Commission Standards	Comments
Local toll free phone number must be posted in all vehicles.	
Vehicle Cleanliness	
Passenger/Trip Database	

Adequate seating	
Driver Identification	
Passenger Assistance	
Smoking, Eating and Drinking	



Two-way Communications	
Air Conditioning/Heating	
Billing Requirements	

## COMPLIANCE WITH 41-2, F.A.C.

### Compliance with Local Standards

*“...shall adhere to Commission approved standards...”*

Review the TDSP for the Local standards.

Local Standards	Comments
Transport of Escorts and dependent children policy	
Use, Responsibility, and cost of child restraint devices	
Out-of-Service Area trips	
CPR/1st Aid	
Driver Criminal Background Screening	
Rider Personal Property	
Advance reservation requirements	
Pick-up Window	

<i><b>Measurable Standards/Goals</b></i>	<i><b>Standard/Goal</b></i>	<i><b>Latest Figures</b></i>	<i><b>Is the CTC/Operator meeting the Standard?</b></i>
Public Transit Ridership  Fixed Route: 7% annually	CTC	CTC	
	Operator A	Operator A	
	Operator B	Operator B	
	Operator C	Operator C	
On-time performance  91%	CTC	CTC	
	Operator A	Operator A	
	Operator B	Operator B	
	Operator C	Operator C	
Passenger No-shows  2 no-shows per 30-day period per passenger	CTC	CTC	
	Operator A	Operator A	
	Operator B	Operator B	
	Operator C	Operator C	
Accidents  1.5/100,000 miles	CTC	CTC	
	Operator A	Operator A	
	Operator B	Operator B	
	Operator C	Operator C	
Road calls  Miles between roadcalls - 20,000	CTC	CTC	
	Operator A	Operator A	
	Operator B	Operator B	
	Operator C	Operator C	
Complaints-1 per 1,000 trips	CTC	CTC	
	Operator A	Operator A	
	Operator B	Operator B	
	Operator C	Operator C	
Call-Hold Time: Call picked up within 35 seconds	CTC	CTC	
	Operator A	Operator A	
	Operator B	Operator B	
	Operator C	Operator C	

## ON-SITE OBSERVATION OF THE SYSTEM

RIDE A VEHICLE WITHIN THE COORDINATED SYSTEM. REQUEST A COPY OF THE MANIFEST PAGE THAT CONTAINS THIS TRIP.

Date of Observation:

Please list any special guests that were present:

Location:

Number of Passengers picked up/dropped off:

Ambulatory

Non-Ambulatory

Was the driver on time? ☐ Yes ☐ No - How many minutes late/early?

Did the driver provide any passenger assistance? ☐ Yes ☐ No

Was the driver wearing any identification? ☐ Yes: ☐ Uniform ☐ Name Tag  
☐ ID Badge ☐ No

Did the driver render an appropriate greeting?

☐ Yes ☐ No ☐ Driver regularly transports the rider, not necessary

If CTC has a policy on seat belts, did the driver ensure the passengers were properly belted?

☐ Yes ☐ No

Was the vehicle neat and clean, and free from dirt, torn upholstery, damaged or broken seats, protruding metal or other objects?

☐ Yes ☐ No

Is there a sign posted on the interior of the vehicle with both a local phone number and the TD

Helpline for comments/complaints/commendations? ☐ Yes ☐ No

Does the vehicle have working heat and air conditioning?

☐ Yes ☐ No

Does the vehicle have two-way communications in good working order?

☐ Yes ☐ No

If used, was the lift in good working order?

☐ Yes ☐ No

Was there safe and appropriate seating for all passengers?

☐ Yes ☐ No

Did the driver properly use the lift and secure the passenger?

☐ Yes ☐ No

CTC: \_\_\_\_\_ County: \_\_\_\_\_

Date of Ride: \_\_\_\_\_

<b>Funding Source</b>	<b>No. of Trips</b>	<b>No. of Riders/Beneficiaries</b>	<b>No. of Calls to Make</b>	<b>No. of Calls Made</b>
CTD				
Medicaid				
5311				
ADA				
Alzheimer's Com Care				
Public Transportation				
Totals				

<b>Number of Round Trips</b>	<b>Number of Riders/Beneficiaries to Survey</b>
0 – 200	30%
201 – 1200	10%
1201 +	5%

**Note: Attach the manifest**

# RIDER/BENEFICIARY SURVEY

Staff making call: \_\_\_\_\_

County: \_\_\_\_\_

Date of Call:     /     /

Funding Source: \_\_\_\_\_

1) Did you receive transportation service on \_\_\_\_\_?     ☐ Yes or ☐ No

2) Where you charged an amount in addition to the co-payment? ☐ Yes or ☐ No

If so, how much?

3) How often do you normally obtain transportation?

☐ Daily 7 Days/Week     ☐ Other     ☐ 1-2 Times/Week     ☐ 3-5Times/Week

4) Have you ever been denied transportation services?

☐ Yes

☐ No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

☐ None

☐ 3-5 Times

☐ 1-2 Times

☐ 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

☐ Ineligible

☐ Space not available

☐ Lack of funds

☐ Destination outside service area

☐ Other \_\_\_\_\_

5) What do you normally use the service for?

☐ Medical

☐ Education/Training/Day Care

☐ Employment

☐ Life-Sustaining/Other

☐ Nutritional

6) Did you have a problem with your trip on \_\_\_\_\_?

☐ Yes. If yes, please state or choose problem from below

☐ No. If no, skip to question #7

What type of problem did you have with your trip?

☐ Advance notice

☐ Cost

☐ Pick up times not convenient

☐ Late pick up-specify time of wait

☐ Assistance

☐ Accessibility

☐ Service Area Limits

☐ Late return pick up - length of wait

☐ Drivers - specify

☐ Reservations - specify length of wait

☐ Vehicle condition

☐ Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

\_\_\_\_\_

8) What does transportation mean to you? (Permission granted by \_\_\_\_\_ for use in publications.)

**Additional Comments:**

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## **Responses to 2025 CTC Evaluation Phone Surveys**

**Surveys conducted: March 19-April 17**

**Total phone numbers attempted: 40**

**Total completed surveys: 18**

### **Questions:**

1. Did you receive transportation service on March 17/April 7, 2025?
2. Were you charged an amount in addition to the co-payment?
3. How often do you normally obtain transportation?
4. Have you ever been denied transportation services? If so, how many times in the past month and for what reason?
5. What do you normally use the service for?
6. Did you have a problem with your trip on March 17/April 7, 2025? If so, what type?
7. On a scale of 1 to 10 (10 being the most satisfied) rate the transportation you have been receiving.
8. What does transportation mean to you?
9. Additional comments

### **Totals:**

1. Yes: 18
2. No: 18
3. 3-5 Times a Week, 12; Daily 7 Days a Week, 4; 1-2 Times a Week, 1; Other, 1.
4. No: 15; Yes: 3.
5. Medical, 9; Education/Training/Daycare, 8; Employment, 3; Life-Sustaining/Other, 1. \*Note: Some gave more than one answer.
6. No: 14; Yes: 4 (Late pickups, advance notice)
7. Range: 5-10: Average: 8.7
8. Various; frequent answers include "Service is very valuable," "Provides me independence," "Help for caregiver."
9. Various; frequent answers relate to helpful drivers and staff, benefits of free rides, timeliness of pickups, problems encountered.



Respondent	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9
1	Yes	No	3-5 Times	No	Medical	No	10		
2	Yes	No	3-5 Times	No	Medical	No	10		
3	Yes	No	3-5 Times	No	Medical/Employment	No	9	Very responsive. Don is one of the best drivers I've had. Very satisfied	
4	Yes	No	Daily 7 days a week	No	Employment	No	8	Means everything. I am insanely grateful for the service. Sammie is the best driver and I'd like to have him every day.	One cool morning a driver refused to turn on heat when my hemoglobin levels were lower than normal.
5	Yes	No	Daily 7 days	No	Education/Training/Day Care	Yes late pickup	8		Responses given by daughter. Client unable to communicate
6	Yes	No	1-2 Times	No	Medical	Yes late pickup	8	It gives me independence.	

<b>7</b>	Yes	No	3-5 Times	No	Medical	No	10	The transportation services mean a lot.	
<b>8</b>	Yes	No	Daily 7 days	Yes, 1-2 times. Suspended for 2 months due to not calling on time.	Education/Training/Day Care	Yes, advance notice	5	Client likes John and Ms. Flow. Daughter gives the agency a 5 but drivers a 10.	
<b>9</b>	Yes	No	3-5 Times	No	Medical	No	9	The service means everything to me.	
<b>10</b>	Yes	No	3-5 Times	No	Medical/Education/Training/Day Care	No	10	Ms. Thomas was very nice.	
<b>11</b>	Yes	No	3-5 Times	No	Ed/Training/Daycare/Medical	No	10	It means a lot. A better way of transportation since he's in a wheelchair.	

<b>12</b>	Yes	No	Daily 7 days	No	Ed/Training/Daycare/Medical	No	10	It's a lifesaver for the family. The drivers are great.	Client's daughter and caretaker completed the survey.
<b>13</b>	Yes	No	3-5 Times	No	Ed/Training/Daycare	No	10	The service is very important. Thomas is the best driver.	
<b>14</b>	Yes	No	3-5 Times	Yes, 6-10 Times. People didn't show up to work and had to find other drivers.	Employment	No	7	I'm very grateful for it. It's important to me. I can't walk and I live on the island. I can work and it's a free ride for me, so I don't want to look a gift horse in the mouth.	Three prior Mondays they stood me up and I had to hire Uber. The staff is very nice and accommodating, but every 4 months they change drivers' routes and it's a mess again.
<b>15</b>	Yes	No	3-5 Times	Yes, 1-2 times. Space not available. Another time driver not available and I waited two hours.	Medical and Life-Sustaining/Other	Yes, late pickup	7	I'm blessed and thankful that I have it. I try to be patient because I know it's a shared ride.	I've heard some drivers be kind of nasty to customers. They need to be more polite and get out of the van to help the person.

<b>16</b>	Yes	No	Other	No	Medical	No	9	The bus is necessary because we don't have a car.	The drivers are OK except for one who only kept one hand on the wheel many months ago. It's very dangerous.
<b>17</b>	Yes	No	3-5 Times	No	Ed/Training/Daycare	No	9	It means a lot because I'm the caregiver and sometimes I have to get up early in the morning to drop him off myself. The staff is very reliable.	Answers provided by client's caregiver.
<b>18</b>	Yes	No	3-5 Times	No	Ed/Training/Daycare	No	8	The client cannot communicate, and the service is a huge relief for me. I'd have to go out of my way to take him myself, 40 minutes there and 40 minutes back, without the bus.	If they're running late, they don't let us know and it affects me, (the client's sister and caregiver), because I work. It would be helpful if they would call. Sometimes they get here at 7 a.m. and sometimes at 9.

## Contractor Survey

### St. Lucie County

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**Contractor name** (optional)

1. Do the riders/beneficiaries call your facility directly to cancel a trip?

☒ Yes    ☐ No

2. Do the riders/beneficiaries call your facility directly to issue a complaint?

☒ Yes    ☐ No

3. Do you have a toll-free phone number for a rider/beneficiary to issue commendations and/or complaints posted on the interior of all vehicles that are used to transport TD riders?

☒ Yes    ☐ No

If yes, is the phone number posted the CTC's?

☒ Yes    ☐ No

4. Are the invoices you send to the CTC paid in a timely manner?

☒ Yes    ☐ No

5. Does the CTC give your facility adequate time to report statistics?

☒ Yes    ☐ No

6. Have you experienced any problems with the CTC?

☐ Yes    ☒ No

If yes, what type of problems?

**Comments:**

<b>Level of Cost Worksheet 1</b>
--------------------------------------

**Insert Cost page from the AOR.**

County: Saint Lucie  
 CTC: St. Lucie County Board of County Commissioners  
 Contact: Adolfo Covelli  
 2300 Virginia Avenue  
 Fort Pierce, FL 34982  
 772-462-1798  
 Email: [covellia@stlucieco.org](mailto:covellia@stlucieco.org)

Demographics	Number
Total County Population	334,682
Unduplicated Head Count	7,722



Trips By Type of Service	2022	2023	2024
Fixed Route (FR)	0	0	0
Deviated FR	0	0	0
Complementary ADA	0	0	54,521
Paratransit	135,574	119,940	290,631
TNC	10,984	33,521	13,010
Taxi	14,220	23,604	0
School Board (School Bus)	0	0	0
Volunteers	0	0	0
<b>TOTAL TRIPS</b>	<b>160,778</b>	<b>177,065</b>	<b>358,162</b>

#### Passenger Trips By Trip Purpose

Medical	76,716	74,268	234,008
Employment	11,617	18,182	13,920
Ed/Train/DayCare	31,285	39,898	49,085
Nutritional	1,671	6,521	7,558
Life-Sustaining/Other	39,489	38,196	53,591
<b>TOTAL TRIPS</b>	<b>160,778</b>	<b>177,065</b>	<b>358,162</b>

#### Passenger Trips By Revenue Source

CTD	27,567	27,808	97,749
AHCA	756	612	183,582
APD	19,791	361	0
DOEA	3,625	15,622	16,311
DOE	0	0	0
Other	109,039	132,662	60,520
<b>TOTAL TRIPS</b>	<b>160,778</b>	<b>177,065</b>	<b>358,162</b>

#### Trips by Provider Type

CTC	0	0	0
Transportation Operator	122,555	144,913	152,270
Coordination Contractor	38,223	32,152	205,892
<b>TOTAL TRIPS</b>	<b>160,778</b>	<b>177,065</b>	<b>358,162</b>

Vehicle Data	2022	2023	2024
Vehicle Miles	1,440,348	1,739,136	2,719,410
Roadcalls	131	58	84
Accidents	25	14	17
Vehicles	123	115	118
Drivers	115	111	115

#### Financial and General Data

Expenses	\$ 4,233,028	\$ 4,740,308	\$ 9,985,536
Revenues	\$ 4,233,027	\$ 4,689,897	\$ 11,459,310
Commendations	86	92	31
Complaints	24	19	29
Passenger No-Shows	3,769	10,498	7,788
Unmet Trip Requests	4,952	2,529	0

#### Performance Measures

Accidents per 100,000 Miles	1.74	0.80	0.63
Miles between Roadcalls	10,995	29,985	32,374
Avg. Trips per Passenger	24.83	22.23	46.38
Cost per Trip	\$26.33	\$26.77	\$27.88
Cost per Paratransit Trip	\$22.84	\$28.09	\$28.56
Cost per Total Mile	\$2.94	\$2.73	\$3.67
Cost per Paratransit Mile	\$2.54	\$2.80	\$3.67

## Level of Competition Worksheet 2

### 1. Inventory of Transportation Operators in the Service Area

	Column A Operators Available	Column B Operators Contracted in the System.	Column C Include Trips	Column D % of all Trips
Private Non-Profit				
Private For-Profit				
Government				
Public Transit Agency				
<b>Total</b>				

2. How many of the operators are coordination contractors? \_\_\_\_\_
3. Of the operators included in the local coordinated system, how many have the capability of expanding capacity? \_\_\_\_\_  
Does the CTC have the ability to expand? \_\_\_\_\_
4. Indicate the date the latest transportation operator was brought into the system. \_\_\_\_\_
5. Does the CTC have a competitive procurement process? \_\_\_\_\_
6. In the past five (5) years, how many times have the following methods been used in selection of the transportation operators?

	Low bid
	Requests for qualifications
	Negotiation only

	Requests for proposals
	Requests for interested parties

Which of the methods listed on the previous page was used to select the current operators?



7. Which of the following items are incorporated in the review and selection of transportation operators for inclusion in the coordinated system?

	Capabilities of operator
	Age of company
	Previous experience
	Management
	Qualifications of staff
	Resources
	Economies of Scale
	Contract Monitoring
	Reporting Capabilities
	Financial Strength
	Performance Bond
	Responsiveness to Solicitation

	Scope of Work
	Safety Program
	Capacity
	Training Program
	Insurance
	Accident History
	Quality
	Community Knowledge
	Cost of the Contracting Process
	Price
	Distribution of Costs
	Other: (list)

8. If a competitive bid or request for proposals has been used to select the transportation operators, to how many potential operators was the request distributed in the most recently completed process? \_\_\_\_\_

How many responded? \_\_\_\_\_

The request for bids/proposals was distributed:

\_\_\_\_\_ Locally      \_\_\_\_\_ Statewide      \_\_\_\_\_ Nationally

9. Has the CTC reviewed the possibilities of competitively contracting any services other than transportation provision (such as fuel, maintenance, etc...)? \_\_\_\_\_

## **Level of Availability (Coordination)**

### **Worksheet 3**

**Planning** – What are the coordinated plans for transporting the TD population?

**Public Information** – How is public information distributed about transportation services in the community?

**Certification** – How are individual certifications and registrations coordinated for local TD transportation services?

**Eligibility Records** – What system is used to coordinate which individuals are eligible for special transportation services in the community?

**Call Intake** – To what extent is transportation coordinated to ensure that a user can reach a Reservationist on the first call?

**Reservations** – What is the reservation process? How is the duplication of a reservation prevented?

**Trip Allocation** – How is the allocation of trip requests to providers coordinated?

**Scheduling** – How is the trip assignment to vehicles coordinated?

Transport – How are the actual transportation services and modes of transportation coordinated?

Dispatching – How is the real time communication and direction of drivers coordinated?

General Service Monitoring – How is the overseeing of transportation operators coordinated?

Daily Service Monitoring – How are real-time resolutions to trip problems coordinated?

**Trip Reconciliation** – How is the confirmation of official trips coordinated?

**Billing** – How is the process for requesting and processing fares, payments, and reimbursements coordinated?

**Reporting** – How is operating information reported, compiled, and examined?

**Cost Resources** – How are costs shared between the coordinator and the operators (s) in order to reduce the overall costs of the coordinated program?

Information Resources – How is information shared with other organizations to ensure smooth service provision and increased service provision?

Overall – What type of formal agreement does the CTC have with organizations, which provide transportation in the community?

# Annual Quality Assurance Self-Certification

Drug and Alcohol Compliance	
• Date Completed	2/10/2025

Operator Monitoring (List each operator – use a separate sheet if necessary)	
• Operator Name	MV Transportation
• Date of Monitoring	January 17, 2025
• Finding (s)	None
• Recommendation(s)	N/A
• Current Status	N/A

Safety Review	
• Inspecting Entity	FDOT
• Date of Monitoring	August 1, 2023
• Finding (s)	Title VI, Driver training, Emergency management and security, vehicle maintenance
• Recommendation(s)	Post Title VI Notice, include board approval documentation, provide refresher driver safety training, conduct pre and post trip refresher training and update inspection forms, update information in SPP and SDS binder, add oversight of maintenance and PMI schedule to SLC quarterly monitoring of contractor, update requirements for reporting of vehicle ramp and lift defects, update inspection of all vehicle fire suppression systems, update maintenance plan
• Current Status	Findings resolved

Driver Training	
• Civil Rights	Date (s): N/A
• CPR	Date (s): N/A
• Defensive Driving	Date (s): Provided in initial training and refresher- 12/24
• First Aid	Date (s): N/A
• Other	Date (s): Security Awareness 11/24, Distracted Driving 10/24, ADA Sensitivity and Customer Service 7/24, Bloodborne Pathogens, Mobility Device Securement 6/24, Emergency Vehicle Evac 4/24, Injury and Illness Prevention and Drug and Alcohol Awareness 9/24

By signing this form, I certify that St. Lucie County has taken the above actions within the last year. I understand that providing false information may result in actions by the Commission.

  
 Adolfo Covelli, Transit Director

Date: 4/9/2025

## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	St. Lucie LCB
<b>Meeting Date:</b>	May 7, 2025
<b>Item Number:</b>	7b
<b>Item Title:</b>	2025-2026 Transportation Disadvantaged Trip Rates
<b>Item Origination:</b>	Unified Planning Work Program (UPWP)
<b>UPWP Reference:</b>	Task 3.8: Transportation Disadvantaged Program
<b>Requested Action:</b>	Approve the 2025-2026 Trip Rates, approve with conditions, or do not approve.
<b>Staff Recommendation:</b>	Because approval of the 2025-2026 trip rates is required for eligibility for transportation disadvantaged grant funding, it is recommended that the LCB review and approve the 2025-2026 trip rates.

### **Attachments**

- TPO Staff Report
- CTC Staff Report
- Rate Model Worksheet



## **MEMORANDUM**

**TO:** St. Lucie Local Coordinating Board for the Transportation Disadvantaged (LCB)

**THROUGH:** Peter Buchwald  
Executive Director

**FROM:** Marceia Lathou  
Transit Program Manager

**DATE:** April 23, 2025

**SUBJECT:** **2025-2026 Transportation Disadvantaged Trip Rates**

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### **BACKGROUND**

The Transportation Disadvantaged Service Plan (TDSP) addresses the public transportation needs of individuals who are unable to transport themselves due to age, disability, or income. One of the action items in the TDSP is to continue to monitor trip rates and adjust as needed. Toward this end, a rate structure is developed to show fully allocated costs of providing transportation disadvantaged trips. The rate structure is based on the type of trip in the service area. Wheelchair trips are the costliest due to the amount of time to board and disembark persons using wheelchairs.

### **ANALYSIS**



The CTC will present the proposed 2025-2026 trip rates. The rates are calculated using a rate model worksheet provided by the Florida Commission for the Transportation Disadvantaged for CTCs to use when adjusting rates.

### **RECOMMENDATION**

Because approval of the 2025-2026 trip rates is required for eligibility for transportation disadvantaged grant funding, it is recommended that the LCB review and approve the 2025-2026 trip rates.

TRANSIT  
MEMORANDUM  
25-015

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TO: Members of the Local Coordinating Board  
THROUGH: Adolfo Covelli, Transit Director   
FROM: Tracy Jahn, Transit Operations Manager   
DATE: April 11, 2025  
SUBJECT: 2025 – 2026 Trip Rates

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**Background:**

St. Lucie County has completed an updated Rate Model for the Florida Commission for the Transportation Disadvantaged to set the trip rates for the Trip and Equipment grant for State Fiscal Year 2025 – 2026. The Trip and Equipment grant provides reimbursement for Transportation Disadvantaged trips based on these rates.

The rate per ambulatory trip is \$24.90 and the rate per wheelchair trip is \$42.68 for the new fiscal year.

**Recommendation:**

It is recommended that the LCB review and approve the trip rates for 2025-2026.

## Worksheet for Multiple Service Rates

CTC: St. Lucie Board | Version 1.4  
County: St. Lucie

1. Answer the questions by completing the GREEN cells starting in Section I for all services
2. Follow the **DARK RED** prompts directing you to skip or go to certain questions and sections based on previous answers

### SECTION I: Services Provided

1. Will the CTC be providing any of these Services to transportation disadvantaged passengers in the upcoming budget year?.....

Ambulatory	Wheelchair	Stretcher	Group
<input checked="" type="radio"/> Yes <input type="radio"/> No	<input checked="" type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No
Go to Section II for Ambulatory Service	Go to Section II for Wheelchair Service	STOP! Do NOT Complete Sections II - V for Stretcher Service	STOP! Do NOT Complete Sections II - V for Group Service

### SECTION II: Contracted Services

1. Will the CTC be contracting out any of these Services TOTALLY in the upcoming budget year?....

Ambulatory	Wheelchair	Stretcher	Group
<input checked="" type="radio"/> Yes <input type="radio"/> No	<input checked="" type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No
Answer # 2 for Ambulatory Service	Answer # 2 for Wheelchair Service	Do Not Complete Section II for Stretcher Service	Do Not Complete Section II for Group Service

2. If you answered YES to #1 above, do you want to arrive at the billing rate by simply dividing the proposed contract amount by the projected Passenger Miles / passenger trips?.....

Ambulatory	Wheelchair	Stretcher	Group
<input type="radio"/> Yes <input checked="" type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No

3. If you answered YES to #1 & #2 above, how much is the proposed contract amount for the service?  
How many of the total projected Passenger Miles relate to the contracted service?  
How many of the total projected passenger trips relate to the contracted service?

Ambulatory	Wheelchair	Stretcher	Group
Leave Blank	Leave Blank	Do NOT Complete Section II for Stretcher Service	Do NOT Complete Section II for Group Service

Effective Rate for **Contracted Services**:

per Passenger Mile =

per Passenger Trip =

Ambulatory	Wheelchair	Stretcher	Group
Go to Section III for Ambulatory Service	Go to Section III for Wheelchair Service	Do NOT Complete Section II for Stretcher Service	Do NOT Complete Section II for Group Service

4. If you answered # 3 & want a Combined Rate per Trip **PLUS** a per Mile add-on for 1 or more services, INPUT the Desired per Trip Rate (but must be less than per trip rate in #3 above =  
Rate per Passenger Mile for Balance =

Combination Trip and Mile Rate			
Leave Blank and Go to Section III for Ambulatory Service	Leave Blank and Go to Section III for Wheelchair Service	Do NOT Complete Section II for Stretcher Service	Do NOT Complete Section II for Group Service

**Worksheet for Multiple Service Rates**

- 1. Answer the questions by completing the GREEN cells starting in Section I for all services
- 2. Follow the **DARK RED** prompts directing you to skip or go to certain questions and sections based on previous answers

**CTC:** St. Lucie Board | Version 1.4  
**County:** St. Lucie

## Worksheet for Multiple Service Rates

1. Answer the questions by completing the GREEN cells starting in Section I for all services

2. Follow the **DARK RED** prompts directing you to skip or go to certain questions and sections based on previous answers

CTC: **St. Lucie Board** | Version 1.4  
County: **St. Lucie**

### SECTION III: Escort Service

1. Do you want to charge all escorts a fee?.....

☐ Yes  
☒ No

**Skip #2 - 4 and  
Section IV and  
Go to Section V**

2. If you answered Yes to #1, do you want to charge the fee per passenger trip OR .....

per passenger mile?.....

☒ Pass. Trip  
☐ Pass. Mile

**Leave Blank**

3. If you answered Yes to # 1 and completed # 2, for how many of the projected  
Passenger Trips / Passenger Miles will a passenger be accompanied by an escort?

Leave Blank

4. How much will you charge each escort?.....

Leave Blank

### SECTION IV: Group Service Loading

1. If the message "**You Must Complete This Section**" appears to the right, what is the projected total  
number of Group Service Passenger Miles? (otherwise leave blank).....

**Do NOT  
Complete  
Section IV**

..... And what is the projected total number of Group Vehicle Revenue Miles?

Loading Rate  
0.00 to 1.00

### SECTION V: Rate Calculations for Multiple Services:

1. Input Projected Passenger Miles and Passenger Trips for each Service in the GREEN cells and the Rates for each Service will be calculated automatically

\* Miles and Trips you input must sum to the total for all Services entered on the "Program-wide Rates" Worksheet, MINUS miles  
and trips for contracted services IF the rates were calculated in the Section II above

\* Be sure to leave the service BLANK if you answered NO in Section I or YES to question #2 in Section II

RATES FOR FY: 2025 - 2026					
	Ambul	Wheel Chair	Stretcher	Group	
			Leave Blank	Leave Blank	
Projected Passenger Miles (excluding totally contracted services addressed in Section II) =	1,550,769	= 1,256,123	+ 294,646	+ <input type="text"/>	+ 0
Rate per Passenger Mile =	\$3.05	\$5.22	\$0.00	\$0.00	\$0.00
			per passenger	per group	

	Ambul	Wheel Chair	Stretcher	Group	
			Leave Blank	Leave Blank	
Projected Passenger Trips (excluding totally contracted services addressed in Section II) =	188,575	= 150,860	+ 37,715	+ <input type="text"/>	+ <input type="text"/>
Rate per Passenger Trip =	\$24.90	\$42.68	\$0.00	\$0.00	\$0.00
			per passenger	per group	

2 If you answered # 1 above and want a COMBINED Rate per Trip PLUS a per Mile add-on for 1 or more services,...

Combination Trip and Mile Rate					
	Ambul	Wheel Chair	Stretcher	Group	
			Leave Blank	Leave Blank	
...INPUT the Desired Rate per Trip (but must be <u>less</u> than per trip rate above) =	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	\$0.00
Rate per Passenger Mile for Balance =	\$3.05	\$5.22	\$0.00	\$0.00	\$0.00
			per passenger	per group	

Worksheet for Multiple Service Rates

- 1. Answer the questions by completing the GREEN cells starting in Section I for all services
- 2. Follow the DARK RED prompts directing you to skip or go to certain questions and sections based on previous answers

CTC: St. Lucie Board  
County: St. Lucie

Version 1.4

Rates If No Revenue Funds Were Identified As Subsidy Funds				
Ambul	Wheel Chair	Stretcher	Group	
\$6.85	\$11.74	\$0.00	\$0.00	\$0.00
			per passenger	per group
Ambul	Wheel Chair	Stretcher	Group	
\$55.95	\$95.91	\$0.00	\$0.00	\$0.00
			per passenger	per group
Program These Rates Into Your Medicaid Encounter Data				

## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	St. Lucie LCB
<b>Meeting Date:</b>	May 7, 2025
<b>Item Number:</b>	7c
<b>Item Title:</b>	Federal Certification Review Public Meeting
<b>Item Origination:</b>	Unified Planning Work Program (UPWP) and Federal Regulations
<b>UPWP Reference:</b>	Task 1.1: Program Management
<b>Requested Action:</b>	Approve the St. Lucie TPO transportation planning process, approve with conditions, or do not approve.
<b>Staff Recommendation:</b>	It is recommended that the St. Lucie TPO transportation planning process be reviewed and approved based on the review.

### **Attachment**

- TPO Staff Report

## **MEMORANDUM**

**TO:** St. Lucie Local Coordinating Board for the Transportation Disadvantaged (LCB)

**THROUGH:** Peter Buchwald  
Executive Director

**FROM:** Marceia Lathou  
Transit Program Manager

**DATE:** April 23, 2025

**SUBJECT:** **Federal Certification Review Public Meeting**

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### **BACKGROUND**

Every four years, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conduct a review of the St. Lucie TPO to certify that the TPO conducts its comprehensive, cooperative, and continuing transportation planning process in accordance with Federal laws and regulations. The TPO completed its last Federal certification in 2021. No corrective actions were identified, recommendations were provided, and the TPO received commendations for several noteworthy practices. The recommendations and noteworthy practices from 2021 are summarized as follows:

### **Recommendations:**

- **Transit:** The Federal Review Team recommends the TPO and the St. Lucie County Transit Division coordinate to explore opportunities to provide remaining funding towards construction of the County's proposed Treasure Coast Transit Center operations/maintenance facility.
- **Transit:** The Federal Review Team recommends continued coordination between the TPO, the St. Lucie County Transit Division, and FDOT on performance measures.



**Noteworthy Practices:**

- **Transit:** The Federal Review Team commended the TPO and the St. Lucie County Transit Division for their continued strong partnering efforts.
- **Transit:** The Federal Review Team commended the TPO and the St. Lucie County Transit Division for working together to establish multimodal mobility strategies.
- **Freight:** The Federal Review Team commended the TPO for its active role in freight planning and its coordination with the FDOT District 4 freight coordinator.
- **Outreach and Public Participation:** The Federal Review Team was impressed with how the TPO identifies, collects, analyzes, and displays its outreach data, providing transparency in decision making as well as measuring the performance of its public involvement.
- **Congestion Management Process:** The Federal Review Team commended the TPO for taking a leadership role in strategically and tactically visioning for arterial control.

**ANALYSIS**

The Quadrennial Federal Certification Review is underway to review and evaluate the St. Lucie TPO transportation planning process to determine if the process meets the requirements of applicable provisions of Federal law. The Review generally consists of a site visit by Federal staff, a review of planning documents in advance of the site visit, the development and issuance of a Federal Certification Report, and a closeout presentation to the TPO Board.

Input from the community is an important part of the Federal Certification Review process, and opportunities are provided for public involvement during the Review. The opportunities include Federal Certification Public Meetings at TPO Board/Advisory Committee meetings and an LCB meeting. Surveys are being conducted at the Public Meetings to review the St. Lucie TPO transportation planning process. In addition, the community is invited to share its views of the process through in-person and online methods.

**RECOMMENDATION**

It is recommended that the St. Lucie TPO transportation planning process be reviewed and approved based on the review.

## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	St. Lucie LCB
<b>Meeting Date:</b>	May 7, 2025
<b>Item Number:</b>	8a
<b>Item Title:</b>	Reimagine Mobility 2050 Long Range Transportation Plan (LRTP) Development
<b>Item Origination:</b>	2050 LRTP Development Process
<b>UPWP Reference:</b>	Task 3.1: Long Range Transportation Planning
<b>Requested Action:</b>	Discuss and provide comments to Staff.
<b>Staff Recommendation:</b>	It is recommended that the draft elements of the Reimagine Mobility 2050 LRTP be discussed, and input and comments are provided.

### **Attachments**

- TPO Staff Report
- Reimagine Mobility 2050 LRTP Presentation

## **MEMORANDUM**

**TO:** St. Lucie LCB

**THROUGH:** Peter Buchwald  
Executive Director

**FROM:** Yi Ding  
Transportation Systems Manager

**DATE:** April 23, 2025

**SUBJECT:** **Reimagine Mobility 2050 Long Range Transportation Plan (LRTP) Development**

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### **BACKGROUND**

One of the most important Federal requirements for a Metropolitan Planning Organization such as the St. Lucie TPO is the preparation of a long range transportation plan (LRTP) every five years because the expenditure of Federal and State funds on projects can occur only if a project is first included in the LRTP. The LRTP guides the investment in multimodal transportation improvements and identifies the projects to be completed over the next 25 years.

The St. Lucie TPO last updated its plan and adopted the SmartMoves 2045 LRTP in February 2021. Therefore, the TPO is required to update the current plan by February 2026, and it is expected to take a year to update the SmartMoves 2045 LRTP and prepare the 2050 LRTP. Consequently, the development of the 2050 LRTP was programmed in Task 3.1, Long Range Transportation Planning, of the TPO's FY 2024/25 – FY 2025/26 Unified Planning Work Program (UPWP). At the meetings in December 2024, the TPO Board approved the Scope of Services for the Reimagine Mobility 2050 LRTP that was prepared by the Corradino Group consultants. Since then, several elements in the Scope of Services have been drafted.

## **ANALYSIS**

The following elements will be presented for review and comments:

- **Public Engagement:** A combination of traditional public engagement tools and innovative outreach methods will be implemented to help ensure the greatest degree of public input, involvement, and education during the development of Reimagine Mobility 2050 LRTP.
- **Study Area Review and Analysis:** The Study Area Review and Analysis ensures the Reimagine Mobility 2050 LRTP is consistent with Federal and Florida Department of Transportation (FDOT) plans and requirements. In addition, regional and local plans and initiatives were reviewed for consistency to ensure that projects and areas of emphasis identified by the local jurisdictions in the TPO area are included in the Reimagine Mobility 2050 LRTP. Transit routes and the St. Lucie Walk-Bike Network were reviewed to ensure a multimodal system planning being developed.
- **Goals, Objectives, and Performance Measures:** The vision for the Reimagine Mobility 2050 LRTP was drafted as "To reimagine an innovative, safe, and sustainable multimodal transportation system". The goals and objectives, which support achieving the vision, were developed by reviewing the Federal requirements, local plans, and the State long range transportation plan.

Six goals are proposed which focus on the following issues:

- Support Economic Growth
- Improve Safety and Security
- Enhance Mobility Choices by Improving Connectivity/Accessibility
- Promote Environmental Sustainability and Disaster Resilience
- Embrace Technology and Innovation
- Maintain the Transportation System

Objectives are proposed to support the goals and reflect desired outcomes and performance measures are proposed to enable the monitoring of progress toward achieving the outcomes.

- **Land Use and Socioeconomic (SE) Data:** As part of the development of the Reimagine Mobility 2050 LRTP, a travel demand model, known as the

Treasure Coast Regional Planning Model Version 6 (TCRPM 6), is being used to project future throughput and traffic volumes. Inputs into this model include the Bureau of Economic and Business Research at the University of Florida (BEBR) high population and employment projections for the year 2050.

A parcel-based land use allocation model, known as ULAM, was used to allocate the control total of 2050 population and employment to each traffic analysis zone (TZA) within the TPO area and ensure the consistency with the zoning and land use policies of the local jurisdictions. The initial Land Use and SE zonal data was reviewed by the planning staff of local agencies during the coordination phase and subsequently updated based on the input provided.

- **Preliminary Roadway Deficiencies:** The updated SE data projections and the existing plus committed (E+C) network, which consists of those improvements in the TPO's recently adopted five-year Transportation Improvement Program (TIP) and in local jurisdictions' Capital Improvement Plans (CIPs), were input into the TCRPM 6 model to project future roadway deficiencies of the E+C network in the year 2050. A volume-to-capacity (V/C) ratio map was completed on the model output to identify those roadways of the E+C Network that potentially will be deficient in 2050. The roadways are considered to be deficient where the level of service (LOS) is projected to be worse than level "D", which generally is the adopted LOS of the local jurisdictions. The preliminary deficient roadways form the basis for the initial Needs Plan.

## **RECOMMENDATION**

It is recommended that the LCB review the draft elements of the Reimagine Mobility 2050 LRTP and provide comments to Staff.





# Reimagine MOBILITY 2050

The graphic features the word 'Reimagine' in a large, blue, sans-serif font. Below it, the word 'MOBILITY' is in a smaller, blue, sans-serif font, with a stylized icon of a person walking on a path, a train, and a bicycle integrated into the letters. The year '2050' is in a large, blue, sans-serif font. To the left of the text is a stylized graphic of a curved path with a dashed orange line and a solid green line, with a small orange figure of a person walking on it.

## ST. LUCIE TPO 2050 LONG RANGE TRANSPORTATION PLAN

PRESENTATION TO THE TPO ADVISORY COMMITTEES

THE CORRADINO GROUP



**St. Lucie** Transportation  
Planning  
Organization

# 2050 Long Range Transportation Plan Update

## A G E N D A

- Background
- Public Engagement
- Study Area Review
- Vision, Goals, Objectives & Performance Measures
- St. Lucie Socioeconomic (SE) Data
- 2050 Preliminary Roadway Deficiencies
- Next Steps





# BACKGROUND

- The 2050 Long Range Transportation Plan (LRTP) describes how St. Lucie County's multimodal transportation system will evolve over the next 25 years.
- 2050 LRTP is branded as *Reimagine Mobility 2050*.
- The St. Lucie Transportation Planning Organization (TPO) is required by federal law to review and update its transportation plan every five (5) years.
- The St. Lucie 2045 LRTP, referred to as *SmartMoves2045*, was adopted by the TPO Governing Board on February 3, 2021.





# Public Engagement



- LRTP website
- Social media
- Innovative outreach methods
- Pop-up events
- In-person workshops
- Focus group presentations
- Regional coordination



# Public Engagement SURVEY



THE CORRADINO GROUP



**St. Lucie** Transportation  
Planning  
Organization



## What is a Long Range Transportation Plan (LRTP)?

The LRTP is a key part of the St. Lucie TPO's transportation planning process, outlining investment priorities over a 25-year horizon. **The 2050 LRTP will serve as a roadmap for transportation investments, focusing on mobility, safety, and infrastructure maintenance across modes like biking, walking, transit, and vehicle travel.** It sets priorities for transportation projects to support future growth and meet the mobility needs of all users in St. Lucie County.

Participate in the process! Provide your input by taking the



<https://www.surveymonkey.com/r/3J7D7CX>

## Contact

If you would like to contact the TPO with comments or questions regarding the 2050 LRTP, please use the following contact information:

### Yi Ding

#### Transportation Systems Manager

St. Lucie TPO  
Coco Vista Centre, 466 SW Port St. Lucie Blvd, Suite 111  
Port St. Lucie, Florida 34953  
Ph: (772) 462-2182  
Email: Yi.Ding@stlucieco.gov

The St. Lucie TPO satisfies the requirements of various nondiscrimination laws and regulations including Title VI of the Civil Rights Act of 1964. Public participation is welcome without regard to race, color, national origin, age, sex, religion, disability, income, or family status. Persons wishing to express their concerns about nondiscrimination should contact Marceia Lathou, the Title VI/ADA Coordinator of the St. Lucie TPO at (772) 462-1593 or via email at Marceia.Lathou@stlucieco.gov.

Follow St. Lucie TPO's long range transportation planning activities: <http://www.stlucietpo.org/lrtp/>

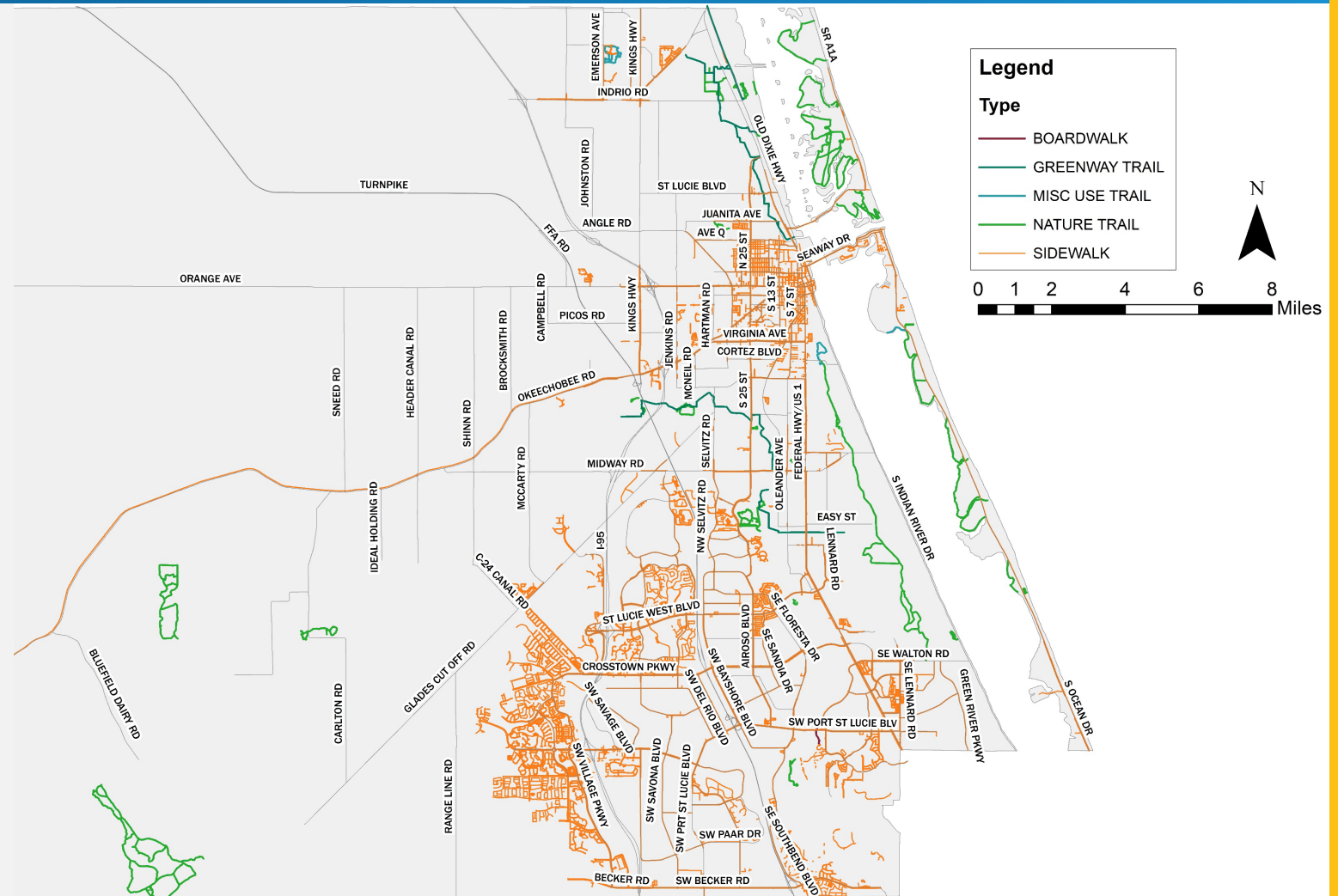
# Study Area Data Review and Analysis

## MAJOR STUDIES UNDER REVIEW

- 2055 Florida Transportation Plan
- Port St. Lucie Comprehensive plan (2020-2040)
- St. Lucie County Comprehensive plan (2020-2040)
- Fort Pierce Comprehensive Plan (2020-2030)
- Port St. Lucie Strategic plan FY 24-25
- St. Lucie County Strategic plan FY 2025
- Fort Pierce Strategic Plan FY 2025
- Smart Moves 2045
- Transit Development Plan FY 2025-34

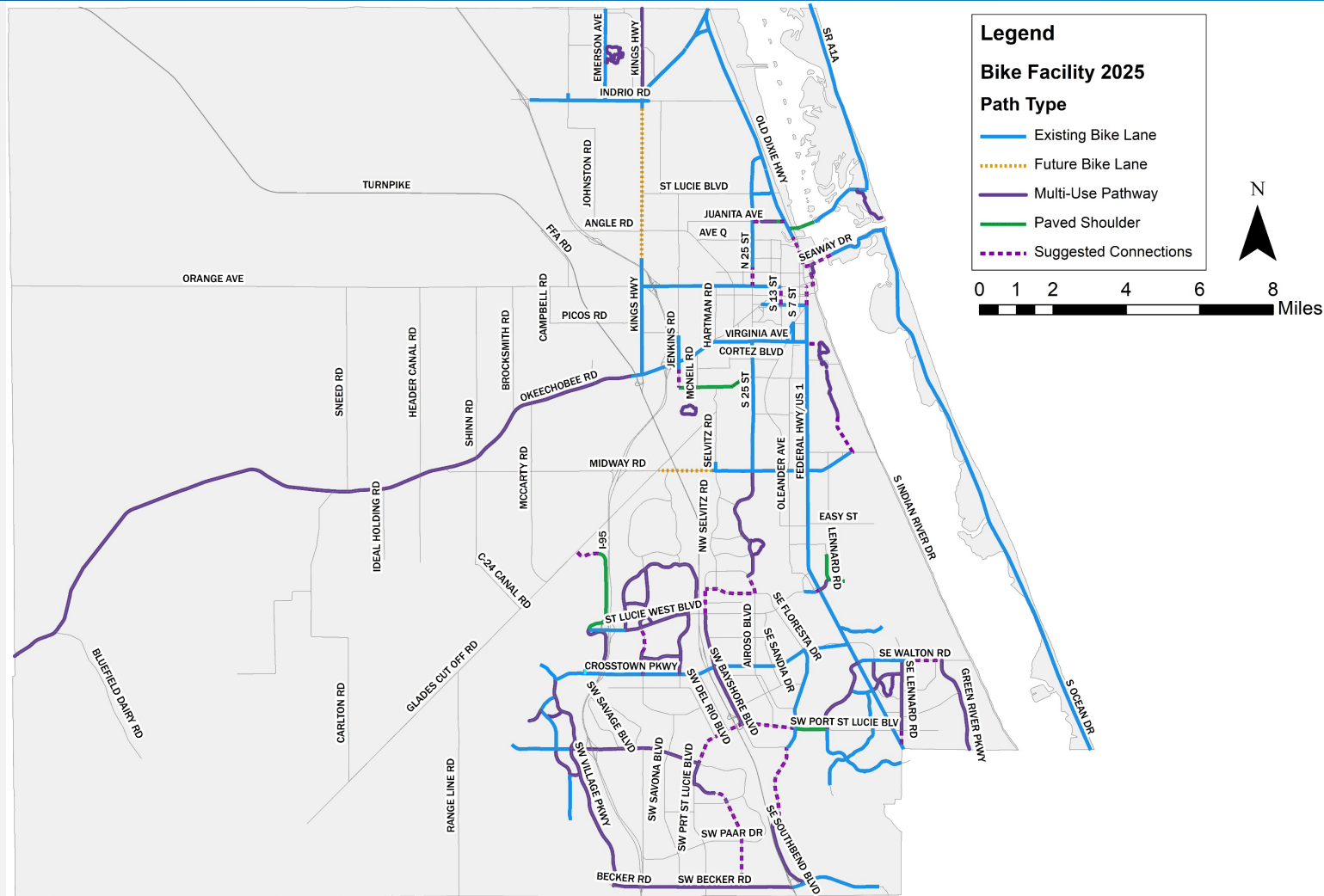
# St. Lucie Walk-Bike Network, 2025

FACILITY TYPE	MILES
8'-12' wide sidewalks	215
4'-6' wide sidewalks	769
Marked bike lanes	115
4-ft. wide paved shoulders	29
Unpaved hiking-biking trails	124
<b>TOTAL</b>	<b>1,252</b>

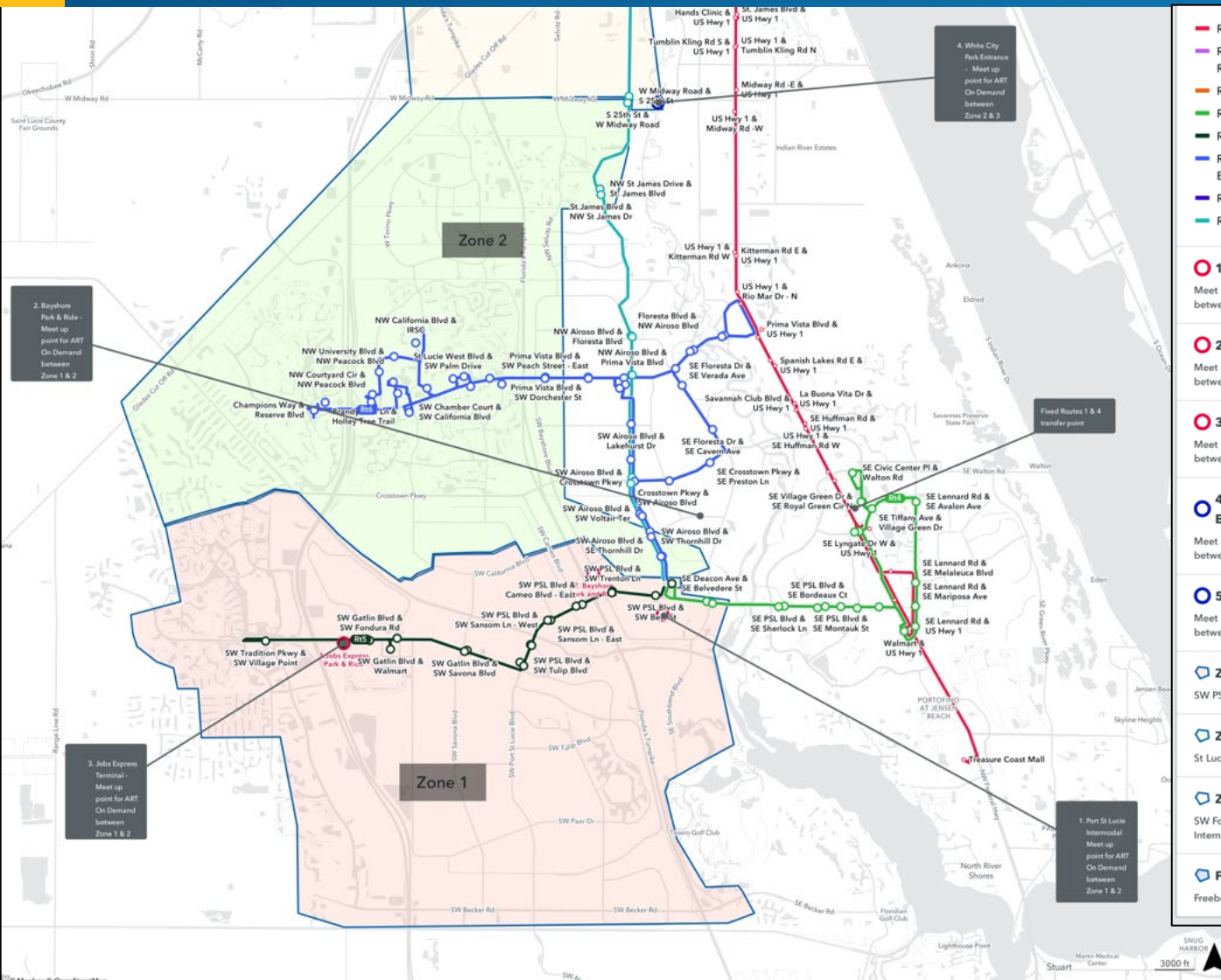




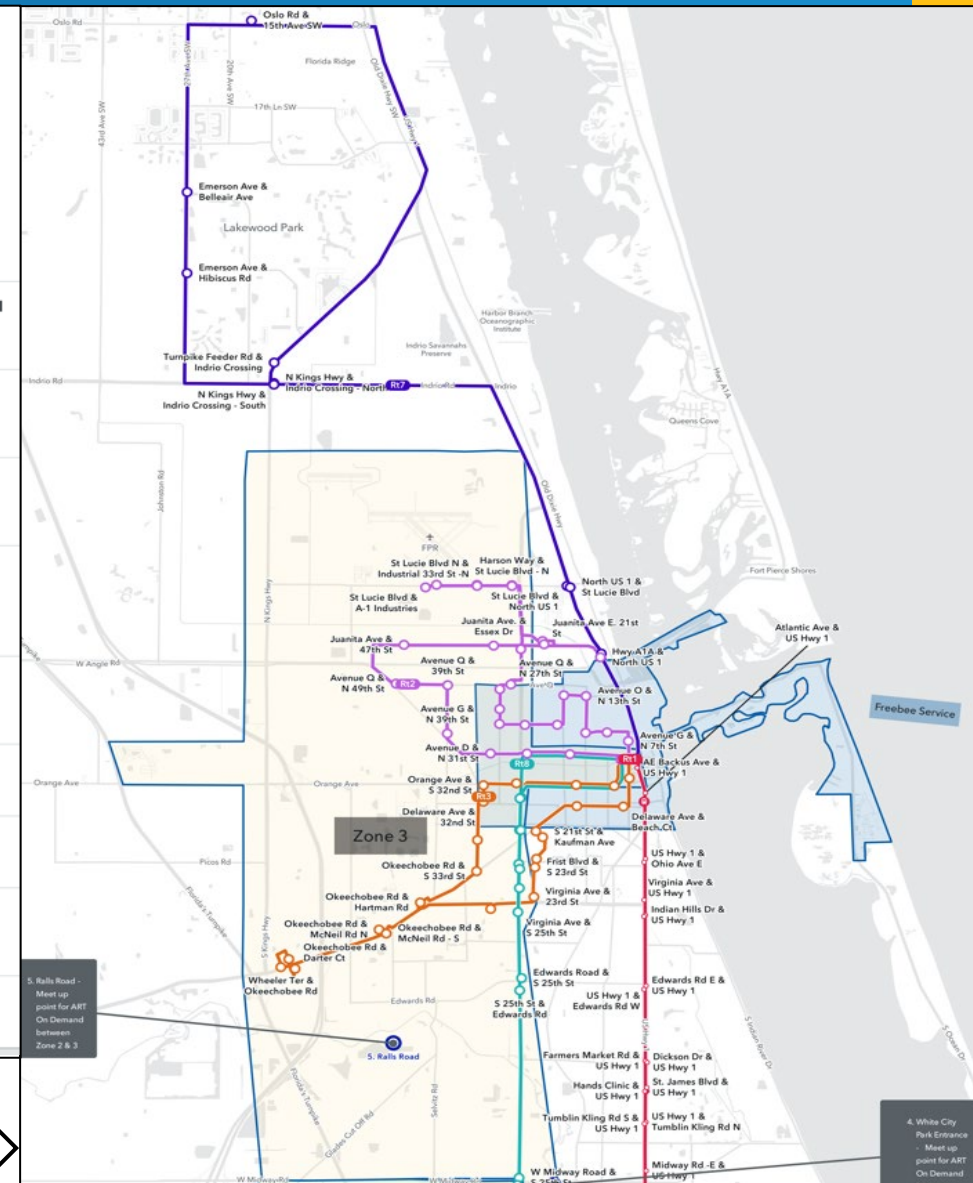
# Bike Facilities, 2025



# Existing Transit/Micromobility



- Rt1 US 1
  - Rt2 North Fort Pierce Residential
  - Rt3 South Fort Pierce Business
  - Rt4 City of Port St. Lucie
  - Rt5 Port St Lucie/Gatin Blvd.
  - Rt6 Prima Vista/St Lucie West Blvd
  - Rt7 Lakewood Park
  - Rt8 25th Street Express
- **1. Port St Lucie Intermodal**  
Meet up point for ART On Demand between Zone 1 & 2
  - **2. Bayshore Park & Ride**  
Meet up point for ART On Demand between Zone 1 & 2
  - **3. Jobs Express Terminal**  
Meet up point for ART On Demand between Zone 1 & 2
  - **4. White City Park Entrance**  
Meet up point for ART On Demand between Zone 2 & 3
  - **5. Ralls Road**  
Meet up point for ART On Demand between Zone 2 & 3
  - **Zone 1**  
SW PSL/Tradition
  - **Zone 2**  
St Lucie West/Torino Area
  - **Zone 3**  
SW Fort Pierce/Treasure Coast International Airport
  - **Freebee Service**  
Freebee On Demand

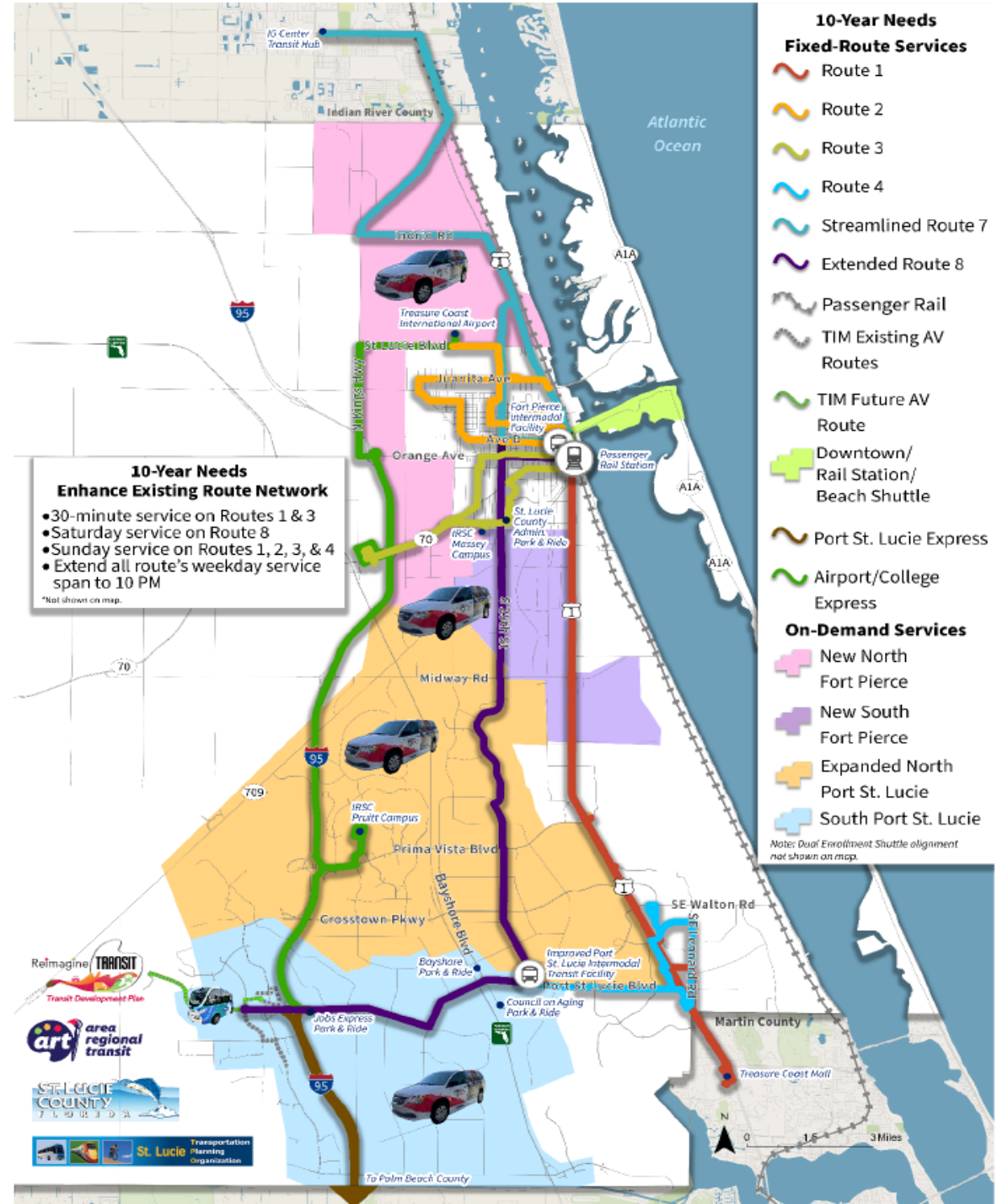


Continued to North





# Transit/ Micromobility 10-Year Needs Plan



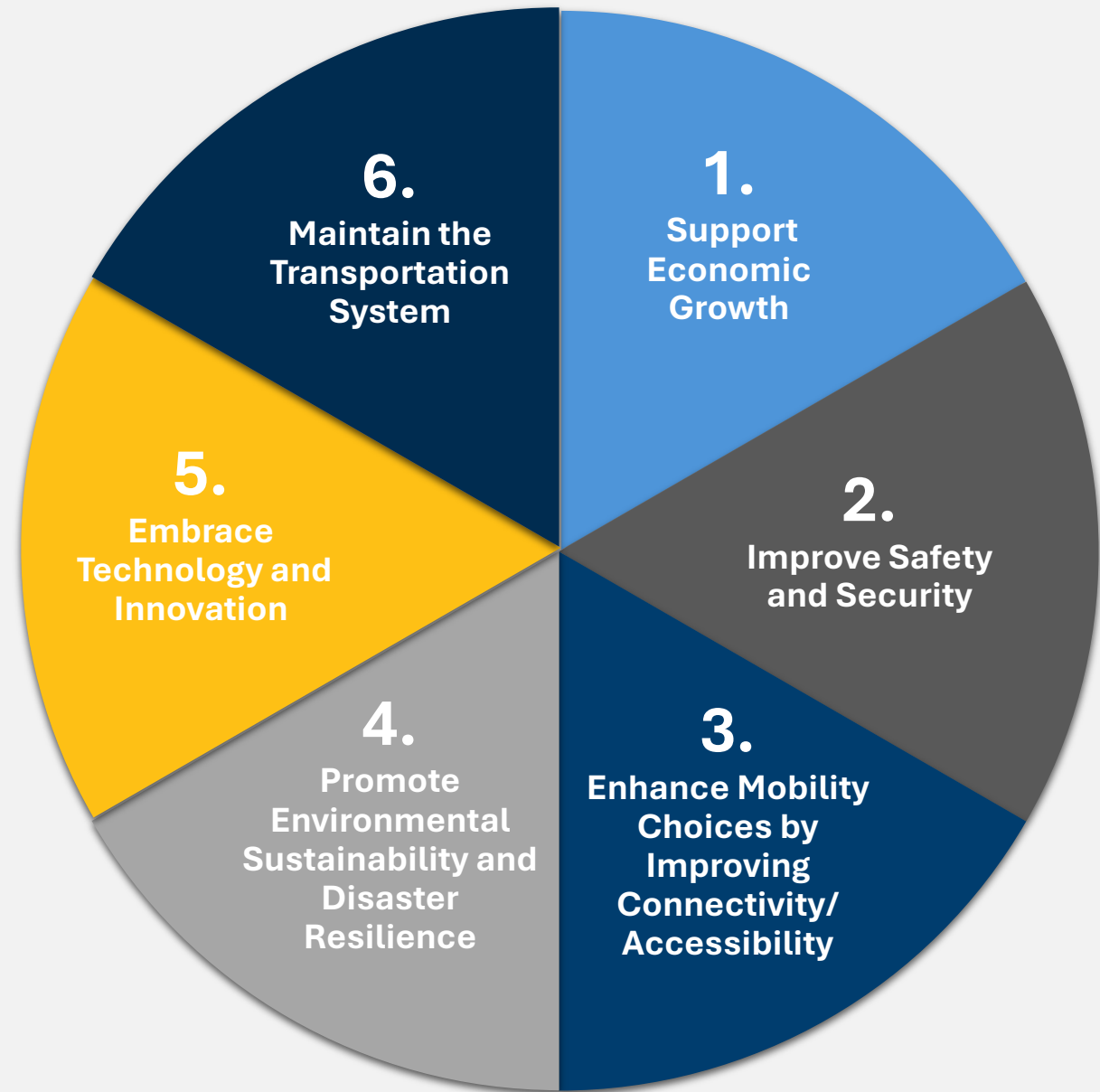
# VISION

To Reimagine an  
**Innovative, Safe,  
and Sustainable**  
Multimodal  
Transportation  
System.





# LRTP Goals



# GOAL 1: Support Economic Growth

OBJECTIVE	PERFORMANCE MEASURE
1.1 Improve mobility of people on the transportation network	% of person-miles traveled on the interstate that are reliable
	% of person-miles traveled on the non-interstate NHS that are reliable
	% of uncongested roadway miles on NHS
	% of uncongested roadway miles on SHS
	Level of Travel Time Reliability (LOTTR) index on SHS
1.2 Improve mobility of goods on the transportation network	Combination truck miles traveled on NHS
	Combination truck miles traveled on SHS
	Combination truck hours of delay
	Truck Travel Time Reliability (TTTR) index

# GOAL 2: Improve Safety and Security

OBJECTIVE	PERFORMANCE MEASURE
<b>2.1 Improve Safety and Security of Highway System</b>	Number of fatalities
	Rate of fatalities
	Number of serious injuries
	Rate of serious injuries
<b>2.2 Improve Safety and Security of Transit System</b>	Total number of reportable fatalities
	Rate of reportable fatalities per total vehicle revenue miles by mode
	Total number of reportable injuries
	Rate of reportable injuries per total vehicle revenue miles by mode
	Total number of reportable safety events
	Rate of reportable safety events per total vehicle revenue miles by mode
	Mean distance between major mechanical failures by mode
<b>2.3 Improve Safety and Security of Non-Motorized System</b>	Non-motorized fatalities and serious injuries

# GOAL 3: Enhance Mobility Choices by Improving Connectivity/Accessibility

OBJECTIVE	PERFORMANCE MEASURE
3.1 Improve multimodal access to public transit	% of roadways with transit that have sidewalks
3.2 Improve bicycle and pedestrian infrastructure	% of pedestrian facility coverage
	% of bicycle facility coverage
3.3 Improve directness of freight hub connection	Combination truck miles traveled SIS
3.4 Improve roadway network connectivity	Total number of lane miles
3.5 Improve transit service	Transit passenger trips
	Transit revenue miles
3.6 Improve transit service in transportation underserved communities	% of low-income, older adults, or persons with disabilities withing 1/4 mile of transit route

# GOAL 4: Promote Environmental Sustainability and Disaster Resilience

OBJECTIVE	PERFORMANCE MEASURE
4.1 Limit impacts to natural resources like parks and preservation areas	# of additional roadway lane miles impacting environmentally sensitive areas
4.2 Promote disaster resilience by improving roadway conditions	% of roadway lane miles subject to sea level rise (NOAA Int High 2050)
4.3 Maintain mobility on evacuation routes	% of lane miles of evacuation routes within acceptable LOS

# GOAL 5: Embrace Technology and Innovation

OBJECTIVE	PERFORMANCE MEASURE
5.1 Increase the use of technological and/or operational strategies	% of miles with TSM&O strategic network deployment



# GOAL 6: Maintain the Transportation System

OBJECTIVE	PERFORMANCE MEASURE
<b>6.1 Address pavement in poor condition</b>	% of pavements of the interstate system in good condition
	% of pavements of the interstate system in poor condition
	% of pavements of the non-interstate NHS in good condition
	% of pavements of the non-interstate NHS in poor condition
	% of NHS bridges classified as good condition
	% of NHS bridges classified as poor condition
<b>6.2 Address transit assets</b>	Rolling stock-percent of revenue vehicles that have either met or exceeded their useful life benchmark
	Equipment - Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
	Percentage of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale



# Socioeconomic Data

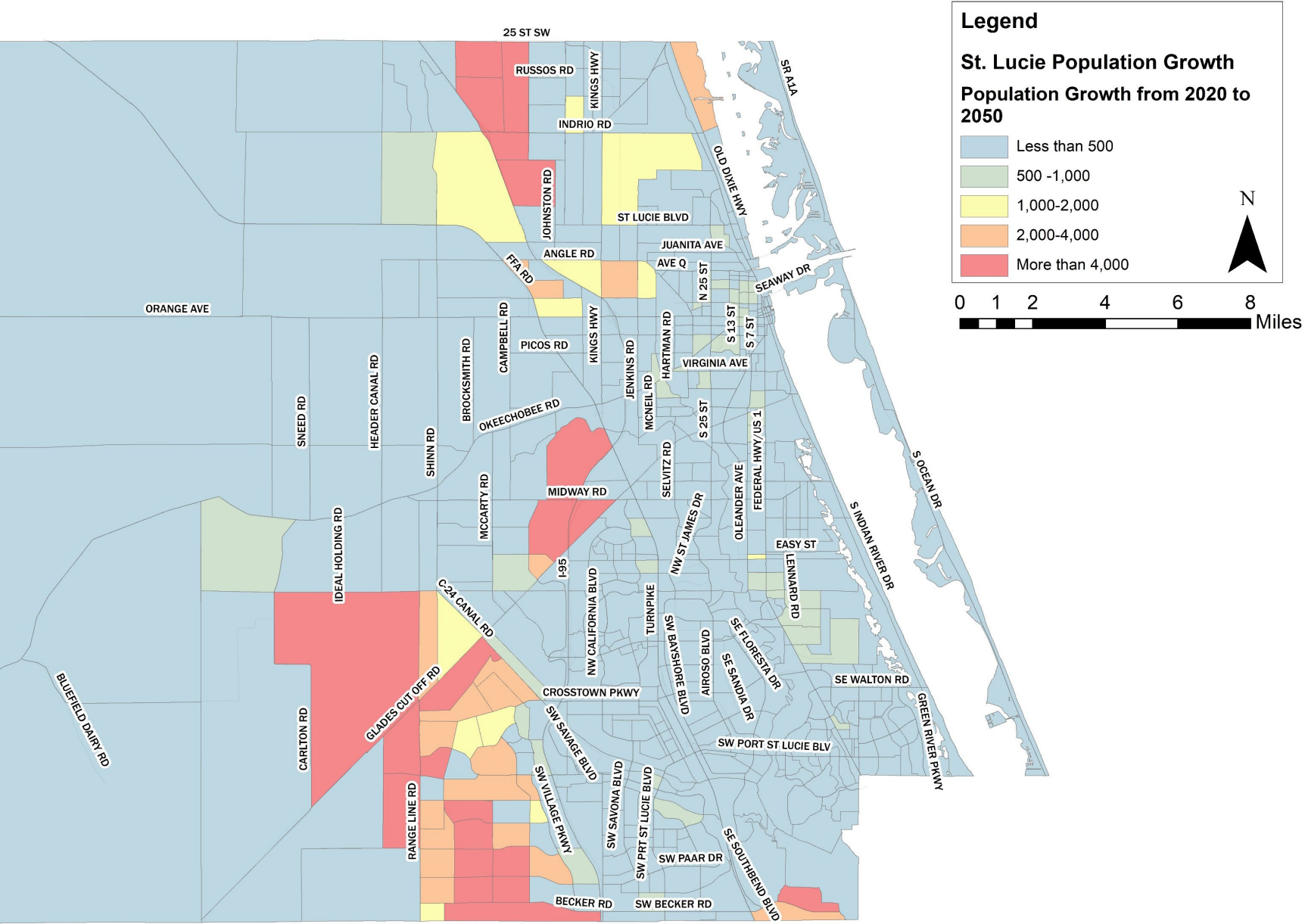
	POPULATION	HOUSEHOLDS (DWELLING UNITS)	EMPLOYMENT
2020	326,451	128,998	133,019
2024	385,746 (BEBR)	151,404 (BEBR)	162,128*
2050	655,403	274,724	266,471
TOTAL GROWTH (2020-2050)	328,952	145,726	133,452
% GROWTH (2020-2050)	101%	113%	100%

\*<https://lmsresources.labormarketinfo.com/library/press/release.pdf>



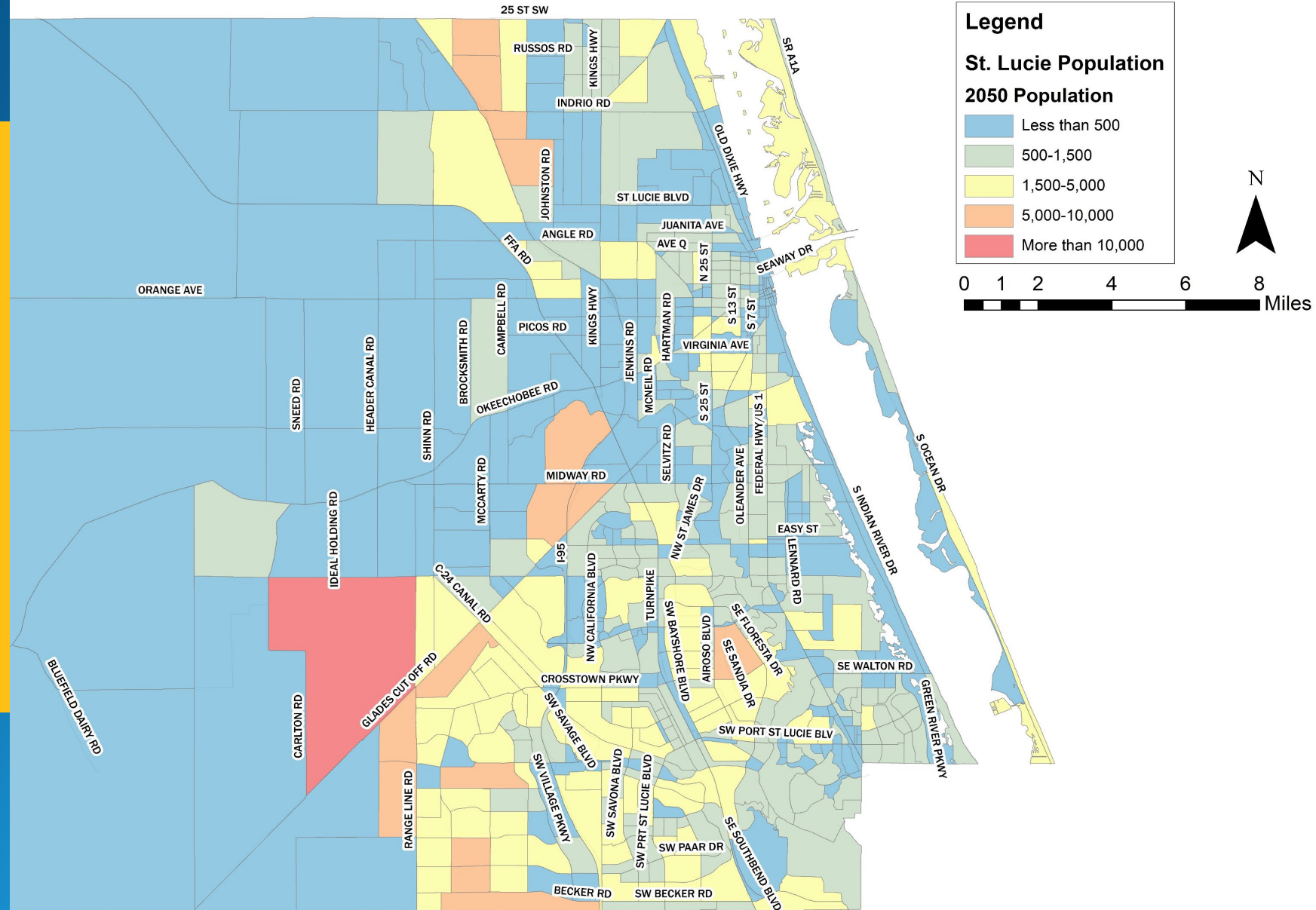
ST. LUCIE 2050 POPULATION GROWTH

Population Growth From 2020 to 2050



# ST. LUCIE 2050 POPULATION

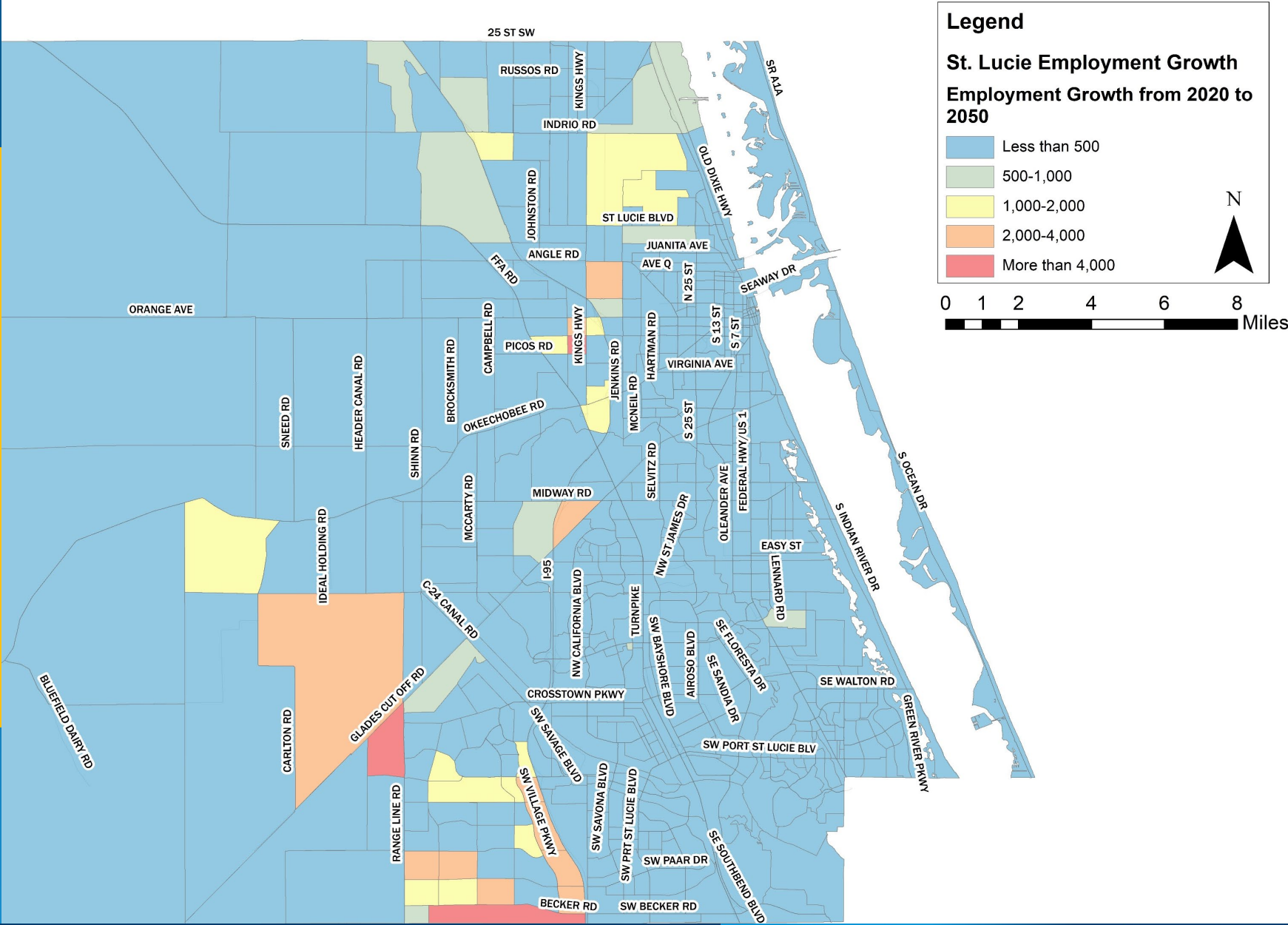
## 2050 Population





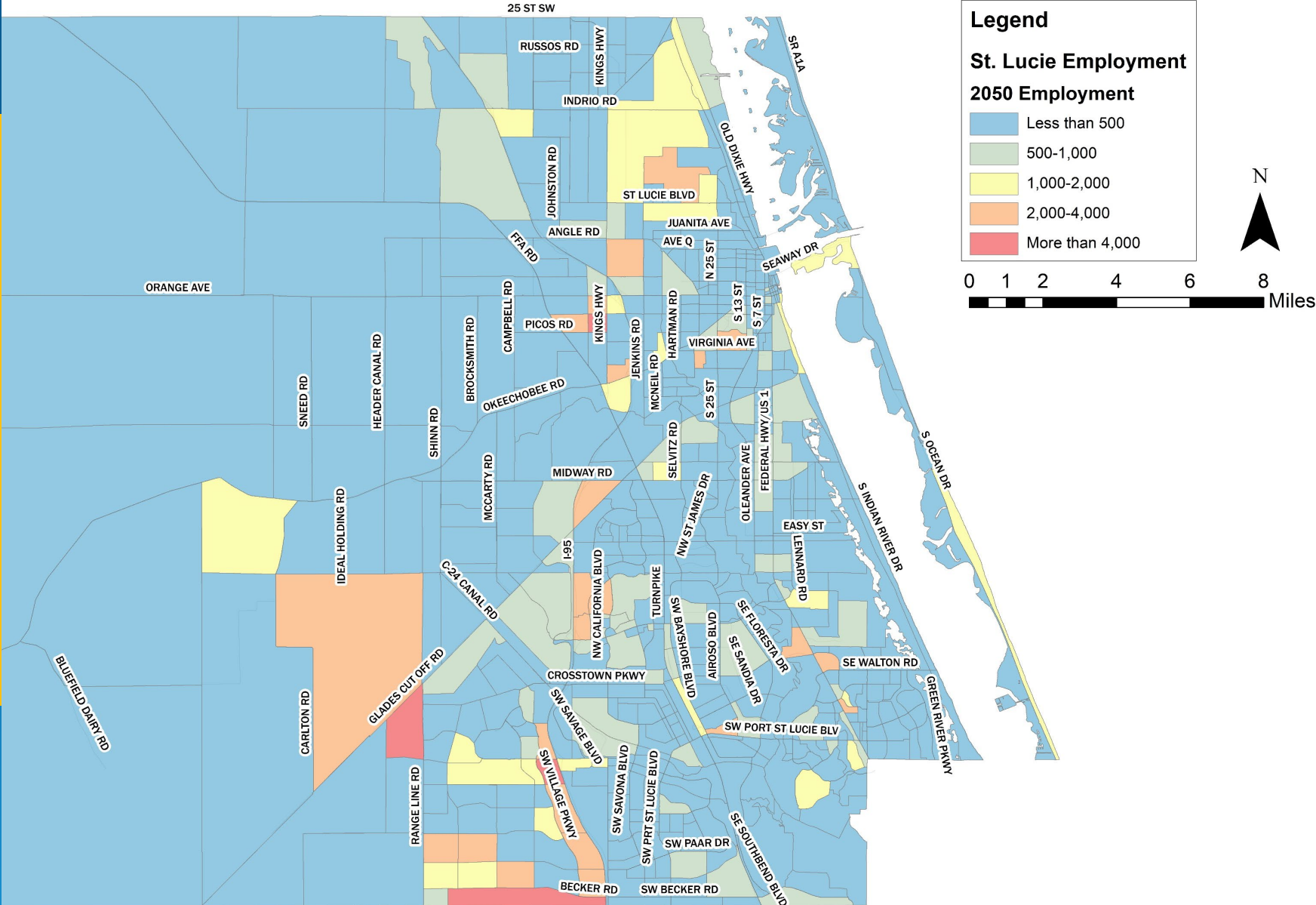
# ST. LUCIE 2050 EMPLOYMENT GROWTH

## Employment Growth from 2020 to 2050

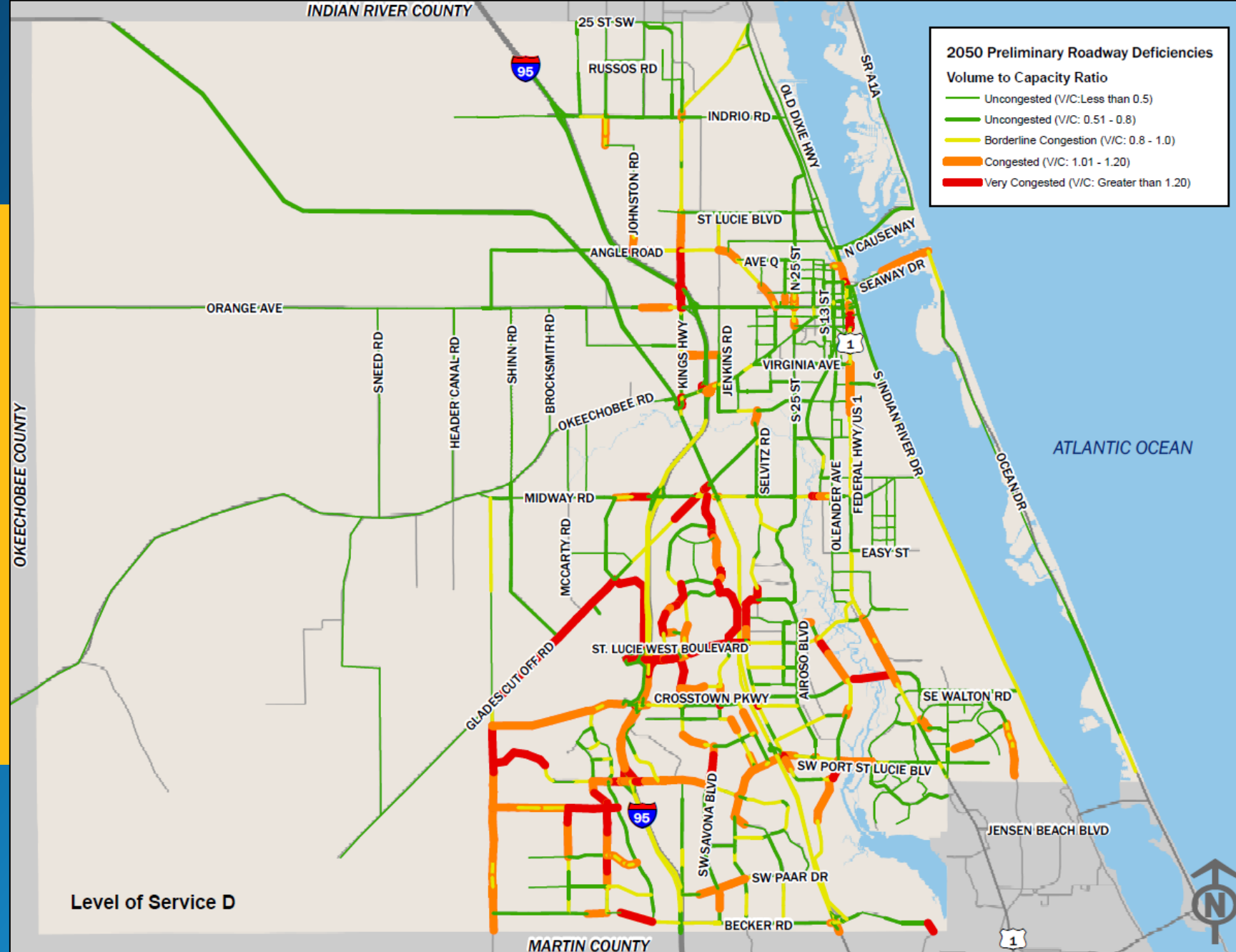


ST. LUCIE 2050 EMPLOYMENT

2050  
Employment



# 2050 Preliminary Roadway Deficiencies





- Public engagement/ workshop/ agency coordination
- Understand the issues of the community
- From objective analysis covering all major goals
- Mobility, safety, accessibility, sustainability, operational, and system preservation

- Multimodal transportation project bank development based on local needs
- Not fiscally constrained yet
- This will serve as the basis for the fiscally constrained plan

THANK  
YOU!



**Participate** in the  
process! Provide  
your input by taking  
the survey.

## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	St. Lucie LCB
<b>Meeting Date:</b>	May 7, 2025
<b>Item Number:</b>	8b
<b>Item Title:</b>	Community Transportation Coordinator (CTC) Mobility Projects Updates
<b>Item Origination:</b>	Unified Planning Work Program (UPWP)
<b>UPWP Reference:</b>	Task 3.8: Transportation Disadvantaged Program
<b>Requested Action:</b>	Discuss and provide comments to Staff.
<b>Staff Recommendation:</b>	It is recommended that the LCB discuss the CTC Mobility Projects Updates and provide comments to Staff.

### **Attachments**

- TPO Staff Report
- CTC Staff Report



## **MEMORANDUM**

**TO:** St. Lucie Local Coordinating Board for the Transportation Disadvantaged (LCB)

**THROUGH:** Peter Buchwald  
Executive Director

**FROM:** Marceia Lathou  
Transit Program Manager

**DATE:** April 23, 2025

**SUBJECT:** **Community Transportation Coordinator (CTC)**  
**Mobility Projects Updates**

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### **BACKGROUND**

The St. Lucie County Transit Department performs the daily functions of the Community Transportation Coordinator (CTC) in St. Lucie County. The CTC provides transportation disadvantaged and other public transportation services. The County contracts with MV Transportation for the provision of these services.

### **ANALYSIS**

The CTC arranges for the provision of transportation services in a manner that is cost-effective and efficient and reduces fragmentation and duplication of services. Furthermore, the CTC has initiated several innovative mobility projects which have received statewide recognition as best practices. St. Lucie County Transit Staff will present statistics, updates, and announcements regarding these mobility projects.

### **RECOMMENDATION**

It is recommended that the LCB discuss the CTC Mobility Project Updates and provide comments to Staff.

TRANSIT  
MEMORANDUM  
25-014

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TO: Members of the Local Coordinating Board

THROUGH: Adolfo Covelli, Transit Director 

FROM: Tracy Jahn, Transit Operations Manager 

DATE: April 11, 2025

SUBJECT: Mobility updates

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**Background:**

St. Lucie County launched a microtransit pilot program in December 2019 in southwestern Port St. Lucie. This microtransit zone was expanded to include the Port St. Lucie Intermodal Facility in March of 2022. A second microtransit zone in northwestern Port St. Lucie was launched in September 2023. A third zone was added in July 2024 to connect zone 2 with the central part of Fort Pierce all the way north to the Treasure Coast International Airport. Ridership for this program has grown dramatically over the past five years. St. Lucie County was awarded a service development grant through the Florida Department of Transportation in 2023 for the new zones.

The Advantage Ride program is provided through a partnership with St. Lucie County and Senior Resource Association (SRA). The program began in 2020 with a grant through the Florida Commission for the Transportation Disadvantaged (FCTD). In January 2021 St. Lucie County and SRA merged similar programs to create the current Advantage Ride program which is a regional transportation program for individuals with intellectual and developmental disabilities. The program has been very successful over the past four years. SRA is applying for the Innovative Service Development Grant again this year to continue this program.

St. Lucie County is starting a vanpool program to assist people with transportation to work. This will help to fill the gap in services for areas where there is no fixed route or for shifts that are outside of normal transit operations. This program will provide a subsidy for each of the vanpools through a grant from FDOT and South Florida Commuter Services.

The Port St. Lucie Express, operated by Palm Tran, provides service between the Jobs Express Terminal on Gatlin Blvd in Port St. Lucie to the West Palm Beach Intermodal. This service began in September 2024 and is a cost-effective option for commuters with a cost of only \$3 each way.

**Recommendation:**

These items are being presented for discussion. It is recommended that the LCB provide feedback on the Advantage Ride program, the microtransit service, the vanpool service, and the Port St. Lucie Express.